

**LAZARUS**  
I am so happy!  
Since I wore those  
glasses Lazarus  
made for me my  
eyes have become  
quite well again,  
and I have no  
longer any need to wear them.

**LAZARUS**  
12 Queen's Road, Central.  
The only European Optician in the Colony.

# The Hongkong Telegraph.

FOUNDED 1881  
No. 12,764

大拜禮

號九月九英

SATURDAY, SEPTEMBER 1, 1923.

日廿一七

SINGAPORE: C.O.P. 10 C  
135 PER ANNUM.

## "RECONDITIONED CARS"

When we say that our Used Cars are overhauled before being placed on sale, we mean that everything has been done that should be done to put the cars in good condition. It is not simply a formality with us. It is an ironclad rule—and our customers can tell it from the way their cars are running.

THE DRAGON MOTOR CAR CO., LTD.

Telephone—Central 3950.

## GRAVE ITALO-GREEK CRISIS.

### ITALIANS OCCUPY CORFU.

#### INCIDENT CAUSES GREAT INDIGNATION.

(Reuter's Service.)

Rome, August 31.  
Signor Mussolini has communicated to the Cabinet the Greek reply, which was declared unacceptable. Certain decisions were consequently reached, and the Ministers of War and of Marine both made statements on the situation.

Athens, August 31.  
Italy not accepting the Greek Note, Greece telegraphed at mid-day to the League of Nations asking it to examine the dispute in accordance with the Covenant of the League. Signor Montagna visited the Foreign Minister at mid-day, and it is reported, handed him a new Note.

Further anti-Greek demonstrations are reported from Italy, and include the burning of the Greek flag in the square of Trieste.

London, August 31.  
The Foreign Minister, in a communique, denies the *Matin's* story, cabled earlier, that the Allied delegates had not agreed, at the Ambassadors' Conference, regarding the Janina murders, and that the British representative had forestalled the action of the conference.

#### Corfu Occupied.

A telegram reports that the Italian Legation at five o'clock in the evening handed the Greek Foreign Minister a Note announcing that the Italians occupied Corfu at four o'clock. The Note declared that this was a peaceful temporary measure.

The Italian Legation advised the Greek Government at noon that the Greek Note was unsatisfactory, and at five o'clock in the evening a five-hour ultimatum would be handed to Greece, but at that hour the occupation was announced, as stated.

The occupation has aroused great indignation.

## QUEEN WILHELMINA'S JUBILEE.

### Demonstrations of Loyalty.

The Hague, August 31.  
The city was beautifully decorated for the commencement of the Queen's silver jubilee. There are fetes, and the floral decorations at the Royal Palace are most noteworthy. The Queen, Prince Consort and Princess Juliana made a triumphant entry into the city in the afternoon from their seaside cottage at Scheveningen, amid the cheers of an immense crowd.

Guilds with triumphal cars and banners paraded before the Palace. The Knights of the Military Wilhelm Order, headed by General S. yders, paid homage to her Majesty the Queen, which was attended by a great demonstration of loyalty, on the Malieveld parade ground, where massed choral societies sang patriotic songs and bands played old Dutch marches. A jubilee medal was presented to her Majesty. There was a great display of fireworks in the evening.

## THE UNITED STATES AND MEXICO.

Washington, August 31.  
It is formally announced that the United States has recognised the Mexican Government.

New York, August 31.  
A formal statement says the Government of the United States and Mexico, in view of reports and recommendations by their respective commissioners as the result of American-Mexican conferences in Mexico City, have resolved to renew diplomatic relations, therefore, pending the appointment of Ambassadors, they are taking the necessary steps to accredit formally their respective charges d'affaires.

## THE IRISH ELECTIONS.

Official: The State of the parties in the Irish elections at six this evening was—

|              |     |
|--------------|-----|
| Government   | 45. |
| Republicans  | 31. |
| Independents | 15. |
| Labour       | 11. |
| Farmers      | 9.  |

## ALPS MARU TO BE BEACHED.

London, August 31.  
It is reported that the Alps Maru, which has taken a dangerous list, will probably have to be beached. The hold is flooded. [The Alps Maru caught fire off Gray sand, the conflagration breaking out in No 5 hold, and several of the crew were injured by an explosion. See earlier cable.]

## NEW ENGINEERING COMBINE.

New York, August 31.  
The Internal Combustion Engineering Corporation of New York is reported to be negotiating with Vickers, Limited, with a view to the formation of a new English corporation, in which the companies will be jointly interested.

## BOYS' GOLF CHAMPIONSHIP.

London, August 31.  
At Dunbar, in the final of the boys' golf championship, A. D. Matheson, of Edinburgh Academy, the champion in 1921, beat H. S. Mitchell, of Sandwich, the holder, by 3 and 1.

## AMERICA AND THE WORLD COURT.

Minneapolis, August 31.  
The American Bar Association has endorsed the proposal that the United States should participate in membership of the Court of International Justice at the Hague.

## DAVIS CUP FINAL.

### Australia Win First Singles.

(Reuter's Service.)

New York, August 31.  
In the challenge round of the Davis Cup Competition the first singles resulted in Anderson (Australia) beating Johnson (America) by 4, 6, 5, 2, 6, 7-5, 6-2.

## HOME CRICKET RESULTS.

### Good Bowling Performances.

London, August 31.  
At Portsmouth, Hants defeated Somerset by 165. For Hants, Mead compiled 73. Somerset in their first innings scored 60, with Kennedy capturing 7 for 37 and Newman 3 for 23; and in the second knock scored 85, Kennedy taking 5 for 35 and Newman 4 for 39. Worcestershire drew with the West Indies at Worcester. Worcestershire in their first knock scored 223, John taking 6 for 63. The West Indies replied with 145, Pearson taking 6 for 75. Worcestershire in the second innings scored 175 for 8, Gordon knocking up 68, not out.

At Lord's Middlesex beat Kent on the first innings. Kent first compiled 243, J. Bryan contributing 93, with Lee taking 7 for 77. Middlesex replied with 310, Hendren scoring 172. Warwickshire at the Oval beat Surrey on the first innings. Warwick compiled 286, Stephens 61 and W. Quail 56. Surrey replied with 235, Ducat 68.

Lancashire beat Gloucestershire at Manchester on the first innings. Gloucestershire compiled 89, Parkin taking 6 for 49. Lancashire scored 150, Parker taking 7 for 57.

Yorkshire at Brighton beat Sussex on the first innings. Yorkshire scored 131, Tate taking 4 for 40. Sussex replied with 139, Robinson taking 4 for 42 and Roy Kiner 4 for 36. Sussex in their second innings compiled 48 for 5, with Macaulay taking 4 for 24.

## ITALY AND MOROCCO.

Rome, August 31.  
It is semi-officially stated that the despatch of twelve carabinieri to Tangier has no political significance, the object being solely to safeguard order amongst the Italian colony there in view of a recent serious incident between Consular guards and the Moroccan police. The Italian destroyer which transported the carabinieri has apparently already left Tangier.

## NEW LEAGUE MEMBERSHIP.

Geneva, August 31.  
The opening sitting of the Council of the League of Nations was presided over by Viscount Ishii. It was decided to refer the Irish and Abyssinian applications for membership to a committee.

## THE EXCHANGE MARKET.

London, August 31.  
German marks are quoted at 52,500,000 to the pound sterling. French francs were quoted at 80 to 87½ and Belgian at 93.65.

(Other Telegrams on Pages 2 and 3.)

## THE ROUND-TABLE CONFERENCE.

### Tuchun of Yunnan Approves.

Sir Robert Ho Tung forwards the following copy of translation of a telegram which he has received from General Tan Chi-yau, Tuchun of Yunnan, with reference to the proposal for a round-table conference:—  
Sir Robert Ho Tung,  
8 Seymour Road,  
Dear Sir,

I have already sent you a telegram in reply to your kind letter. (The telegram referred to, for some reason which remains to be explained, has not reached Sir Robert Ho Tung.) It has for years been my wish to have a conference. Now, your proposal to convene the principal leaders with a view to jointly securing the peaceful unification of China, shows that the aim you cherish and the principles you adopt coincide with mine. I, therefore, besides expressing myself very strongly in favour of your proposal, am willing to follow you and the others and earnestly hope to see the early realisation of the proposal.

With best regards,  
I am,  
Yours sincerely  
(Signed) TANG CHI-YAU.

## REPULSE BAY ROAD.

### Again Open to Traffic.

We are informed that the road to Repulse Bay is again open to traffic from the Pokfulam end. It is hoped to clear the road from the Shauiwan end to-night, and thereafter the circular road round the island will be available for use.

## POWELL BUILDING.

### Proposed Purchase by Wm. Powell, Ltd.

An extraordinary general meeting of Messrs William Powell, Ltd., was held to-day at noon for the purpose of considering and if thought fit passing a resolution to increase the capital to \$350,000. Mr. R. L. Bridger presided.

The Chairman called upon the Secretary to read the notice convening the meeting.

The Secretary (Mr. A. A. Mortimore) then read the notice.

The Chairman said:—As indicated in the notice which has just been read by the Secretary, this meeting has been convened for the purpose of considering and if thought fit passing a simple resolution to increase the present capital of the Company. The present capital, as you know, is \$147,000, consisting of 21,000 shares of par value of \$7 per share. You are now asked to sanction the increase of such capital by the creation of an additional 29,000 shares of the par value of \$7 per share. Your Directors have been approached by the Directors of Messrs. Lane, Crawford, Ltd., with the proposal for sale to this Company of Powell Building. Your Directors consider the price at which the property is offered, having regard to present land values, an advantageous one, and, furthermore, that it is in the interest of the Company that they should own the property on which their shops are situated and thus place them in a stronger position as owners, instead of being merely lessees of property, thereby safeguarding the continuity of the Company's business at its present premises, which is a very important factor, having regard to the central position they now occupy. If the purchase is completed, part of the purchase price will be paid for in shares of the Company, and as all the present capital of the Company has been issued, it is necessary to ask for an increase thereof. As indicated in the notice just read to you, the shares will be issued at such time or times and on such terms in every respect as your Directors may think fit, and in this relation for your information I would mention that it is the present intention of the Board to issue such shares at a premium. If the resolution for increase is approved, your Directors will have at their disposal, whether the purchase is completed or not, a reserve of unissued capital for any purpose that the interests of the Company may call for.

The Chairman then proposed:—That the capital of the Company be increased to \$350,000 by the creation of 29,000 new shares of a nominal value of \$7 each and that such new shares be issued at such time or times, in such manner and upon such terms and conditions in every respect as the Company's Board of Directors may decide.

The resolution was duly seconded and passed, and the Chairman thanked those present for attending.

## THE FLIRT.

### World Theatre Attraction.

Have you ever noticed that one photograph holds you spellbound while another, equally as artistic in photography and cast, leaves your mind groping, and you rise from your seat with a sense of something having been lacking? In ninety-nine cases out of a hundred it is due simply to the fact that the story lacks that human touch that brings it within our sympathies.

"The Flirt," Booth Tarkington's delightful classic of American life, which comes to the World Theatre soon, is a glowing example of the type story that holds the attention from start to finish, and a careful analysis proves it to be due to the fact that it is a section of life as the average person knows it.

Robert Hensley, especially engaged by Universal Pictures Corp. to direct "The Flirt," struck closely to the text of the book and related all the delightful little human touches that make Mr. Tarkington's work so universally popular. Exceptional care was used in selecting the cast for this production. To interpret the title role popular Eileen Percy was selected, her winsome blond beauty, coupled with her proven dramatic ability, make her a happy choice for Cora Madison. Helen Jerome Eddy was cast as the sister who was the direct antithesis.

For the role of the father the casting director engaged the services of that sterling actor, George Nichols, whose work in "Human Hearts" won wide commendation. Others in the real all-star cast are Lydia Knott, Buddy Messenger, Nell Craig, Tom Whitlock and William Walsh.

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## PYTHON SHOT.

### By Capt. W. E. Clarke at Taipo.

On Wednesday last, during the heavy rains, a large rock python was discovered in the new house of White Cottage at Taipo, much to the fear and consternation of the Chinese.

The reptile was shot by Capt. W. E. Clarke and eventually brought in and found to measure 14½ feet in length and 18 inches round. This is said to be a record for this part of the world.

On opening the reptile, it was found that he had devoured one guinea fowl and three full-grown fowls, two of the latter had evidently been dragged off their sitting nests.

The snake has been skinned and if the weather will allow, it will be cured as a specimen.

## FOUR MILLION DOLLAR DEAL.

### Jardine, Matheson & Co. Sell East Point Property.

A Reuter cable this morning recorded that Messrs. Jardine, Matheson & Co. have sold their East Point property to a Chinese syndicate for four million dollars.

A representative of the *Telegraph* who called on Mr. D. G. M. Bernard, obtained some details of the sale. Mr. Bernard said the property comprised the hill compound at East Point, embracing the two senior taipans' residences built there, as well as two small vacant lots outside the main entrance. The price paid is within a few thousand dollars of \$4,000,000. The deal was put through, said Mr. Bernard, by the son of Mr. Chao Po Sin, the comprador of the China-Sugar Refining Company.

The hill, he added, was the property of Sir Robert Jardine, and the vacant plots were the property of Jardine, Matheson & Co. The old house on the hill was built some time before 1850, so it is one of the oldest European residences in the Colony.

## The Old Order Changeth.

Regarding the reasons for the sale, Mr. Bernard said he thought the time was coming when Chinese houses would be spreading in the neighbourhood, and again, when the East Point reclamation was completed the locality would not be a desirable one, as at present, from the residential point of view these things detracted from the amenities of the place as a residence for Europeans. The taipans' house, as it is, is only used in winter.

Mr. Bernard did not care to disclose the names of the purchasers without their permission. The delivery of the property, he said, would be effected in the coming winter.

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## CHAPLAIN'S HOUSE.

### Purchased on the Peak.

"Church Notes" (St. John's Cathedral magazine) says:—Some of our readers may remember that at the last annual meeting of seatholders and subscribers in January, the Chaplain announced that a friend had generously given \$30,000 towards the provision of a house as a permanent residence for the Chaplain. A house on the Peak, No. 66, was for sale at the price of \$30,000 and has been bought for this purpose. It is let on lease of which eleven months are yet to run, but it is possible that the tenant may wish to give up possession before the expiration of the lease. The house suffered severely in the recent typhoon, but fortunately the Hon. Treasurer of the Cathedral had already insured it against typhoon damage. It is a strange fact that during the eighty years that there has been a chaplain for the Cathedral no house has been provided for his residence. We are grateful to the kind donor who has now made up for the neglect of past generations of church people.

## THE NURSING HOME.

### Bill to Incorporate Trustees.

At Thursday's meeting of the Legislative Council an Ordinance to provide for the incorporation of the Trustees of the War Memorial Nursing Home will be introduced.

The object of this Bill is to incorporate the Trustees of the proposed War Memorial Nursing Home in order to enable them to hold immovable property in perpetual succession. The advantages of incorporation are obvious. The Bill follows the general form of incorporation Ordinances.

The appointment of trustees, and all matters of internal management, such as the majority required for any decision of the trustees and the machinery for the alteration of the constitution, are left to be decided in accordance with the constitution of the Nursing Home for the time being.

There is one limitation on the power of the trustees to alter the constitution. It is that the two trustees of the estate of Granville Sharp deceased must always be two of the trustees as long as that estate contributes to the upkeep of the Nursing Home.

## TO-DAY.

Closing Exchange 2s. 3/16d.  
High Tide 0.39 p.m. Low Water 6.55 p.m.  
Lighting Up-Time 6.41 p.m.

## News in To-day's New Advertisements.

The Theatre Royal will be reopened on the 7th inst.—Page 4.  
For current cinema attractions refer to Page 4 and 14.

European lady is prepared to give lessons in French.—Page 4.  
Next week's auctions are listed on Page 4.

Mr. E. M. Hazeland has admitted Mr. Ugo Gonella as a partner.—Page 4.

## LISTEN.

You can make your business interest others only when it interests you overwhelmingly.

The efficiency of the "Indian" motor cycles was amply demonstrated in the recent trials. Alex. Ross & Co. are agents. See advertisement in "Motor Supplement."

Advertisements of special interest to motorists appear in today's "Motor Supplement." Consignee notices are published on Page 4.



## NOTICE.

## METALS

of all kinds, especially for ship-building and engineering work. Complete stock. Best terms. Immediate delivery.

**SINGON & CO.,**

[Established A.D. 1880]

**HING LUNG ST.**

Phone — Central 515.

## MING YUEN STUDIO.

16, Beaconsfield Arcade

PICTURES OF THE TYPHOON.

all or 'Phone Central No. 4310

## MASSAGE HALL

MRS. S. UZUNOYE,

Expert Masseuse

27, Queen's Road Central,

2nd Floor.

8701 Bombay Bazaar.

## MASSAGE HALL

23, WYNDHAM STREET

MRS. H. MORITA,

MR. H. SUGITA.

## FOR HAIPHONG AND HOIHOW.

Boats for Hongkong and Haiphong leave

Haiphong Tuesday.

224 Jervois Street, Haiphong

HAIPHONG

Boats for Haiphong and Haiphong

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## NOTICE.

## W. S. BAILEY &amp; CO. LTD.

ENGINEERS & SHIPBUILDERS  
KOWLOON.

## HARBOUR REPAIRS

Call Flag "L."

Tugs, Barges, Light Draft &

High Speed Vessels & Motor

Craft.

Sole Agents For

## "KELVIN MOTORS."

— PHONE —

Works.....Kowloon 21

Manager.....Kowloon 633

HARBOUR CALL FLAG "L"

STEAM LAUNCH FOR SALE.



THE BEST BRANDS  
OF  
WINES & SPIRITS

DELIVERIES ANYWHERE.  
UNDER EUROPEAN SUPERVISION

Telephone K 626.

THE

**EMPRESS STORE**

KOWLOON

## EXPERT MASSEUSE

Mrs. J. Crawford,

27 Queen's Road, 1st Floor.

## THE KIDDIES' STORE

ROMPERS, DRESSES HATS.

Specially made in latest  
styles at moderate prices.

Telephone 1, Victoria Gardens,  
Kowloon.

## SPORTING TROPHIES

by best English

makers.

Finest selection in Hongkong  
at lowest prices.

**Sheriff Brothers.**

69, [Crown] Rd. Central.

## EARLIER TELEGRAMS.

## THE GRECO-ITALO EMBROGLIO.

London, August 31.

The danger of flogging lighted torches into the Balkans was no more serious in the days of Serajevo than it is to-day when the Lausanne treaty left neither the Turks nor the Greeks completely satisfied. Bulgaria is deeply disappointed at the deprivation of an outlet to the sea and the adjustment of the Albanian frontiers question is arousing jealousies. A keen realisation of this fact is reflected in London editorials which, with singular unanimity, while sympathizing with Italy's indignation and anger, deplore Mussolini's precipitancy and severity which is seriously threatening European peace.

The newspapers especially question the justice of the assumption that the Greek government was in anywise responsible for the crime in the absence of attested evidence. They are unanimous in the demand that the issue be referred to the League of Nations which is opportunistically meeting to-day. Sober commentators believe that Mussolini will not proceed to the lengths his words suggest, nevertheless there are disquieting reports of anti-Greek demonstrations all over Italy and rumors that secret orders have been given to the Italian fleet have produced an atmosphere of anxiety to learn the nature of Mussolini's next move.

Paris, August 31.

The *Matin* says that the allied delegates to the Ambassadors' Conference were not all agreed regarding the measures to be adopted in connection with the Janina murders, especially respecting the penalties and the reparation to be demanded. The British representative raised certain objections to individual action on the part of Italian Government, forestalling the action of the conference.

Rome, Aug. 31.

Newspapers from Brindisi state that the Greek steamer *Uromidos* which should have sailed for Greece yesterday afternoon was detained by the authorities. The Italian steamer *Adria* has cleared for Levant ports and ordered to proceed direct to Constantinople not touching Greece.

## KU KLUXERS CAUSE RIOT.

Perthamboy, N.J., August 31.

A meeting of the Ku Klux Klan here led to a riot in which the police were obliged to keep back a crowd of five thousand people who were attacking the building wherein the Ku Kluxers were meeting. The police used pistols, tear gas, bombs and clubs, but the mob smashed the windows of the hall and of neighbouring buildings. Hoses used by firemen attempting to assist the police were soon put out of action. On the meanwhile some Klansmen, aided by the police succeeded in escaping by the back windows. Hand to hand encounters followed. There were many casualties but none fatal. Many were arrested.

## UNITED STATES SHIPPING BOARD.

Washington, August 31.

After a thorough discussion between President Coolidge and the members of the Shipping Board it has been announced that the Board will now proceed in its plans for the indirect government operation of its fleets through a number of subsidiary corporations.

## DRY AMERICA.

New York, Aug. 31.

The latest rum-runner capture is a seaplane seized by a Customs cutter off the Jersey coast.

## AUSTRALIAN DEFENCE.

Melbourne, Aug. 31.

A defence expert is proceeding to England for the purpose of making investigations in connection with the question of the erection of factories in Australia for the production of guns, ammunition and high explosives.

## THIRD INTERNATIONAL CONFERENCE.

Riga, Aug. 31.

Telegrams from Moscow state that the third International has called a conference for the 10th September, to which have been invited the second International of Amsterdam and the Bureau of Trade Unions, ostensibly to assist German workers, but it is believed that an effort will be made to recreate a united front.

## BIG SHIPBUILDING SLUMP IN BRITAIN.

London, August 31.

The extraordinary depression in British ship building is shown by the fact that not a single contract was reported as placed on the Clyde or the East coast of Scotland during August, while Clyde launchings only totalled 1,865 tons.

## M. RAKOVSKY NOW RECOGNIZED.

London, August 31.

The British Government has instructed its Moscow representative to inform the Soviet Government that M. Rakovsky may now proceed to England as the official trade representative.

(Continued on Page 3.)

## No other so good!

Over in Turkey grow rich aromatic tobaccos. We buy the choicest selections and combine them with the best American tobaccos.

The result is Chesterfield cigarettes—the kind that satisfy. That rare old-time tobacco taste wins right and left.

One package of Chesterfields will show you why—no other cigarette can be quite so good.



**Chesterfield**  
CIGARETTES

LICHT & MYERS TOBACCO CO., U.S.A., Manufacturer

*They Satisfy*

## JAPANESE CABINET.

Expected to be A Non-party One.

Tokio, August 31.—The formation of the Yamamoto Cabinet is progressing, but it is evident now that it must be a non-party one as the leaders of political parties have definitely declined to enter it. It appears certain that the new ministry will include Mr. Goto Don now Governor General of Formosa, Mr. Inukai Takarabe, and possibly Mr. Inukai for the foreign office, or Mr. Yamamoto filling the last named portfolio also.—*Reuter*.

## TYPHOON VICTIMS.

Cathedral Memorial Service.

An impressive memorial service for those who lost their lives in the recent typhoon was attended by a large congregation at St. John's Cathedral last evening. Among those present were His Excellency the Governor (Sir Edward Stubbs, K.C.M.G.), with his A.D.C., Capt. R. Neville, Sir William Rees Davies, Commodore and Mrs. Grace, Hon. Mr. A. G. M. Fletcher, Hon. Mr. E. R. Hallifax, the Hon. Mr. H. E. Pollock and Mrs. Pollock, Sir Robert Ho Tung, Commander Beckwith, Mr. D.G.M. Bernard, Mr. R. Sutherland, Capt. Wheeler, Capt. Jowitt (the master of the ill-fated *Loong Sang*) and many officers of the mercantile marine, for whom special seating accommodation had been provided. The service was conducted by the Rev. H. Copley Moyle and the Rev. G.T. Waldegrave, the former offering a special prayer for those who lost their lives, mentioning particularly the officers of the *Loong Sang*, and the latter reading the lesson. The choir rendered an anthem and the congregation joined in the singing of the hymns "Peace, Perfect Peace" and "Eternal Father Strong to Save," and Psalm No. 39.

At the conclusion of the service the organist, Mr. Temple Bevan, played the Dead March in *Saul*.

## SOCIETY OF ST. VINCENT DE PAUL

(Founded in Hongkong 1853)

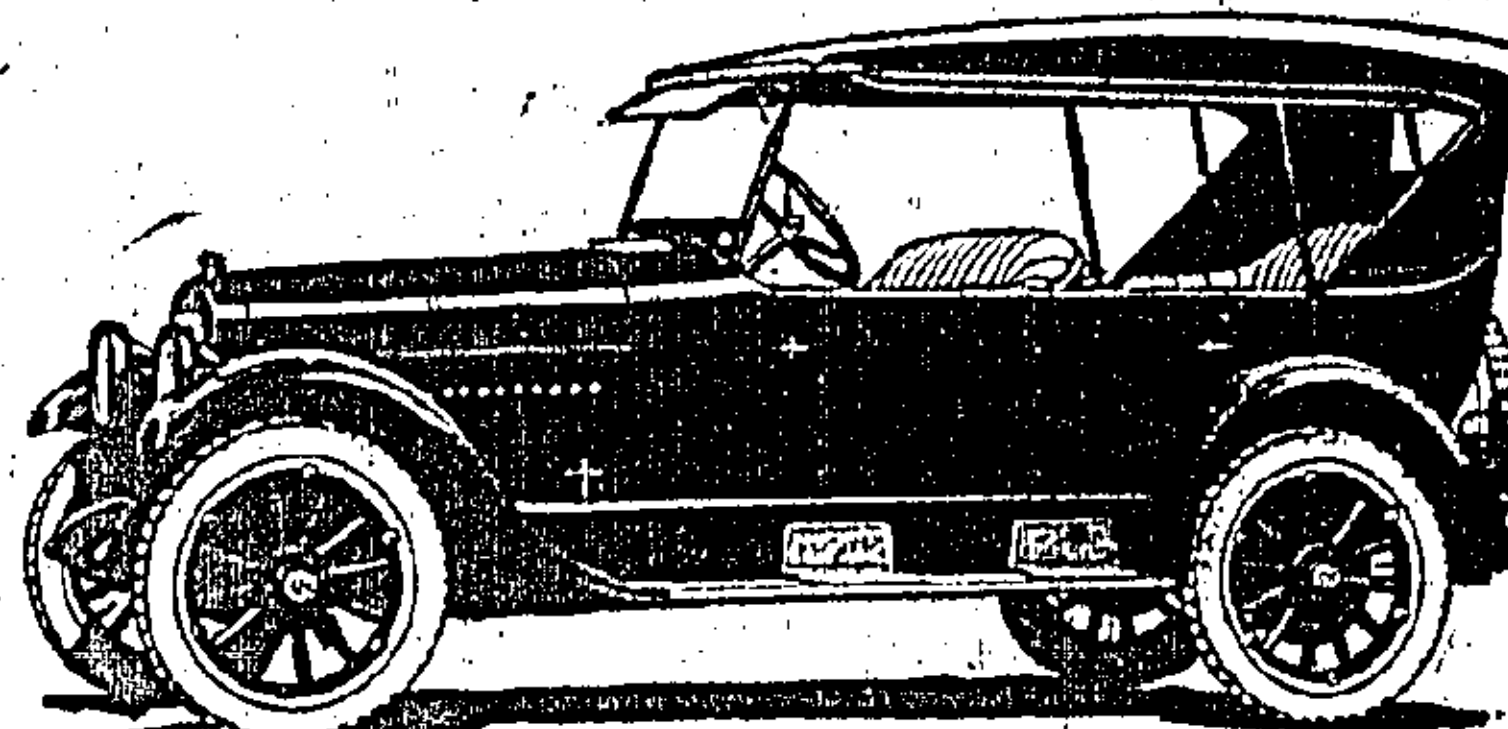
## 60th ANNIVERSARY GRAND CHARITY DRAW

In aid of the funds of the Society for the support of the Poor of Hongkong.

50 VALUABLE PRIZES,

including

1923 MODEL 5-SEATER STUDEBAKER CAR \$2,700.



"Guthrie" Piano-Player (\$950); "Neracat" (\$475); "York" Brunswick Phonograph (\$400); "Singer" Electric Sewing Machine (\$250); "Geophone" Radio Set (\$25), and 4 other prizes.

Tickets are now on sale at various clubs, etc. They may also be obtained at the Hongkong Hotel Garage.

Prizes to be drawn for on night of the "Al Fresco" Fete, 2nd December, 1923.  
F. H. BARNES, President.  
SIMON TSE YAN, Vice-President.  
J. P. SHERRY, Treasurer.



## THE NEW CAPSULE.

European doctors know the value of Blenosan Capsules, and have prescribed them continually to their patients for a great number of years.

## BLENOSAN CAPSULES

(Santal Oil & Kava Kava)

provide immediate relief from pain and stricture, and are a certain cure in about 48 hours. Blenosan Capsules are superior to all others and are made in a model laboratory to preserve the most hygienic principles.

To be obtained of all chemists and stores throughout China and the East and from the stockists Fletcher & Co., Ltd., Colonial Dispensary, Edward Dispensary, A. S. Watson & Co., Ltd. for Perber's Blenosan Capsules and refuse substitutes.

Sole manufacturers, **ROBERT FERBER LTD.**  
15 Abchurch Lane, London E.C. 4

## DOINGS OF THE DUFFS



Too Many Clubs.

BY ALLMAN

## UNDERWOOD TYPEWRITERS

PRICE - H.K. \$112.50 NET.



PORTABLE MODEL

Sole Agents

**DODWELL & CO., LTD.**

Queen's Bldgs Phone C-1030



## HONGKONG HOTEL ANNOUNCEMENTS

## CARNIVAL

SATURDAY, September, 1st.

SPECIAL DINNER DANCING

IN

GRILL ROOMS

FANCY OR EVENING DRESS OPTIONAL

FULL JAZZ ORCHESTRA

(16 INSTRUMENTS)

Dancing 8 p.m. Till Midnight

Special Car to Peak 12.30

Tables may be reserved

## REPULSE BAY HOTEL

OWING TO SEVERAL LANDSLIDES, THE RE-OPENING  
OF REPULSE BAY HOTEL HAS

BEEN POSTPONED

UNTIL FURTHER NOTICE

THE HONGKONG HOTEL CO., LTD.

## Good Tea

is the cheapest of all luxuries, when you buy Brooke Bond tea in the vacuum-packed tin. It is no more expensive than ordinary tea, but it reaches you in perfect condition always.

You don't have to pay extra for the vacuum tin. Brooke Bond costs no more than ordinary tea, but tastes a very great deal better.

Red Label—Best quality.

Brooke Bond India Ltd.  
P.O. Box 187, Calcutta.

Hong Kong Agent: Alex. Ross &amp; Co., Hong Kong.

## CRICKET.

## This Season's League.

The annual meeting of the Hongkong Cricket League was held last evening at the Hongkong Cricket Club Pavilion. Mr. G. R. Sayer presided, and with him were Mr. H. Owen Hughes, acting Hon. Secretary and Treasurer, and the representatives of ten clubs.

The minutes of last meeting having been read and confirmed, the annual report and accounts were adopted.

The report stated:

There were ten entries to the First Division which was won by the University, the other Clubs in order of merit being—Hongkong C.C., Indian R.C., C.C., Civil Service C.C., Kowloon C.C., R.G.A., Navy, Craigengower C.C., Chinese R.C., Infantry (scratched). In the Second Division, the Indian R.C. were the winners, the other entrants being—University, Royal Engineers, Police R.C., Civil Service C.C. and Kowloon C.C.

The Accounts show a balance of 257.60 to the credit of the League.

## Election of Officers.

Sir Claud Severn was re-elected President of the League, with Mr. G. R. Sayer as Vice-President. Mr. Owen Hughes was elected Hon. Secretary and Treasurer.

Amendments to the League rules, recommended by a committee appointed, were then considered and approved. New copies will be printed in due course.

## The Entries.

The following teams were entered for the competition this year.

"A" Division—Hongkong, Civil Service, University, R. G. A., Kowloon, Navy, C.R.C., Craigengower, Indian R.C.

"B" Division—Hongkong, R. E., Navy, C.R.C., Civil Service, Indian R.C., University and Kowloon.

It was decided that one match be played in the first division and two in the second, and fixtures were arranged, blank dates being left for two interesting matches proposed.—E. K. C. C. v. The Rest on 10th and 12th November; last Interport team v. The Rest on Dec. 29 and Jan. 1.

## DAMAGED MAIL.

## The President Grant's Fire.

The mail received by the Post Office from the s.s. President Grant comprised 395 bags only out of the 481 bags advised on the way bills, the shortage of 86 including 37 bags for Hongkong and nine for Canton. It is expected, however, that a number of the missing bags will be received on the return of the ship from Manila.

The letter mails were all intact, but the newspaper, etc., and parcel mails, were in most cases so badly damaged by fire and water as to make their contents worthless.

The figures for the whole mail for Hongkong and Canton are as follows:

|                        | Advised on Way Bill | Received Intact | Received Damaged | Present | Shortage |
|------------------------|---------------------|-----------------|------------------|---------|----------|
| For Hongkong           |                     |                 |                  |         |          |
| (a) from Seattle       | 115                 | 31              | 47               | 87      |          |
| (b) " South America    | 16                  | 16              | —                | —       |          |
| (c) " England          | 4                   | 4               | —                | —       |          |
| (d) " Canada           | 10                  | 10              | —                | —       |          |
| (e) " Japan & Shanghai | 61                  | 61              | —                | —       |          |
| (f) " Sea Post         | 22                  | 22              | —                | —       |          |
| For Canton             |                     |                 |                  |         |          |
| (a) from Seattle       | 62                  | 17              | 26               | 9       |          |
| (b) " South America    | 10                  | 10              | —                | —       |          |
| (c) " Canada           | 6                   | 6               | —                | —       |          |

## THE VICTROLA

It gives joy to all  
MOUTRIES—Exclusive Distributors.

## EARLIER TELEGRAMS.

(Continued from Page 2)

## HONGKONG PROPERTY MARKET.

London, August 31.—It is announced in Hongkong that the property of Messrs. Jardine, Matheson and Company, also the manager's residence at East Point have been sold to a Chinese syndicate for the sum of four million dollars.

If the foregoing news is correct this is the largest individual property deal hitherto negotiated in Hongkong, but it is understood that the East Point property has been on the market for some time, but just how much of it is included in the transaction above referred to it is difficult to say. The property is a very extensive one, comprising besides a large number of Chinese tenements, the hill on which stands the stately home of the Jardine taipans—one of the oldest European residences existing in the colony.

## BRITISH YACHTING.

London, August 31.

Great Britain retains the Seawanhaka yachting cup a result of the Glasgow yacht races, Coila was third securing three victories out of four races on the Clyde with the American challenger Lea. Both boats are six metre sailers.

In Toronto Leander defeated Philadelphia at the Undine Rowing Club in the final international eights, the chief rowing event of the Canadian National Exhibition. The course was one mile and an eighth. Leander won by a length in five minutes and fifty-six seconds.

## DUSSELDORFF MONEYLESS.

Cologne, Aug. 31.

A financial crisis prevails in Dusseldorf in consequence of the unprecedented seizure 1,800 milliard marks, which had been specially printed to pay week-end wages, replacing the previous seizures. The money was confiscated as it left the printing works. As a result the town is comparatively moneyless and most of the banks and shops are closed down.

## JAPANESE STEAMER AFIRE.

London, Aug. 31.

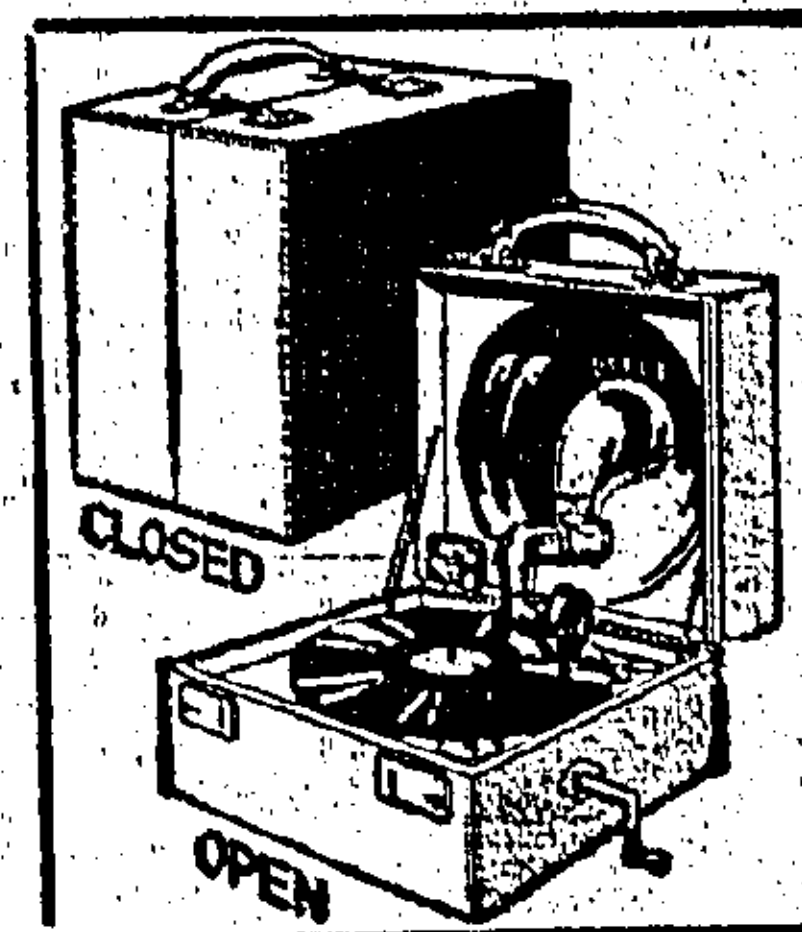
The Japanese steamer Alps Maru is afire in number five hold off Gravesend. Steam was injected for twenty hours into the hold and she was also flooded between decks. So far the fire has not been extinguished. Two tugs are standing by. There was an explosion when the after hatch was removed, injuring a number of the crew.

## BOXER INDEMNITY.

London, Aug. 31.

The Daily Telegraph's diplomatic correspondent says that a serious Franco-Chinese controversy is progressing over France's insistence that the Boxer indemnity be paid in gold francs and not in paper. In the event of refusal France threatens not to ratify the Washington Treaty authorizing China to raise her customs dues.

## THE PORTABLE GRAMOPHONE



11 1/2 INCHES

SQUARE

WEIGHT

13 LBS

Prices From \$45.00

LESS 10% DISCOUNT FOR CASH AT

ANDERSON'S

## A FAMOUS CANADIAN BEER

U.B.C. (LION BRAND)

There was a young man of Amoy  
Who went into the bar and said "Boy"  
"If there's no Lion Beer  
There'll be murder I fear"  
But the boy said "Have got" Shrieks of joy!

Sole Distributors

COLONIAL COMMERCIAL

CO., LTD.

19, Queen's Road, Central.

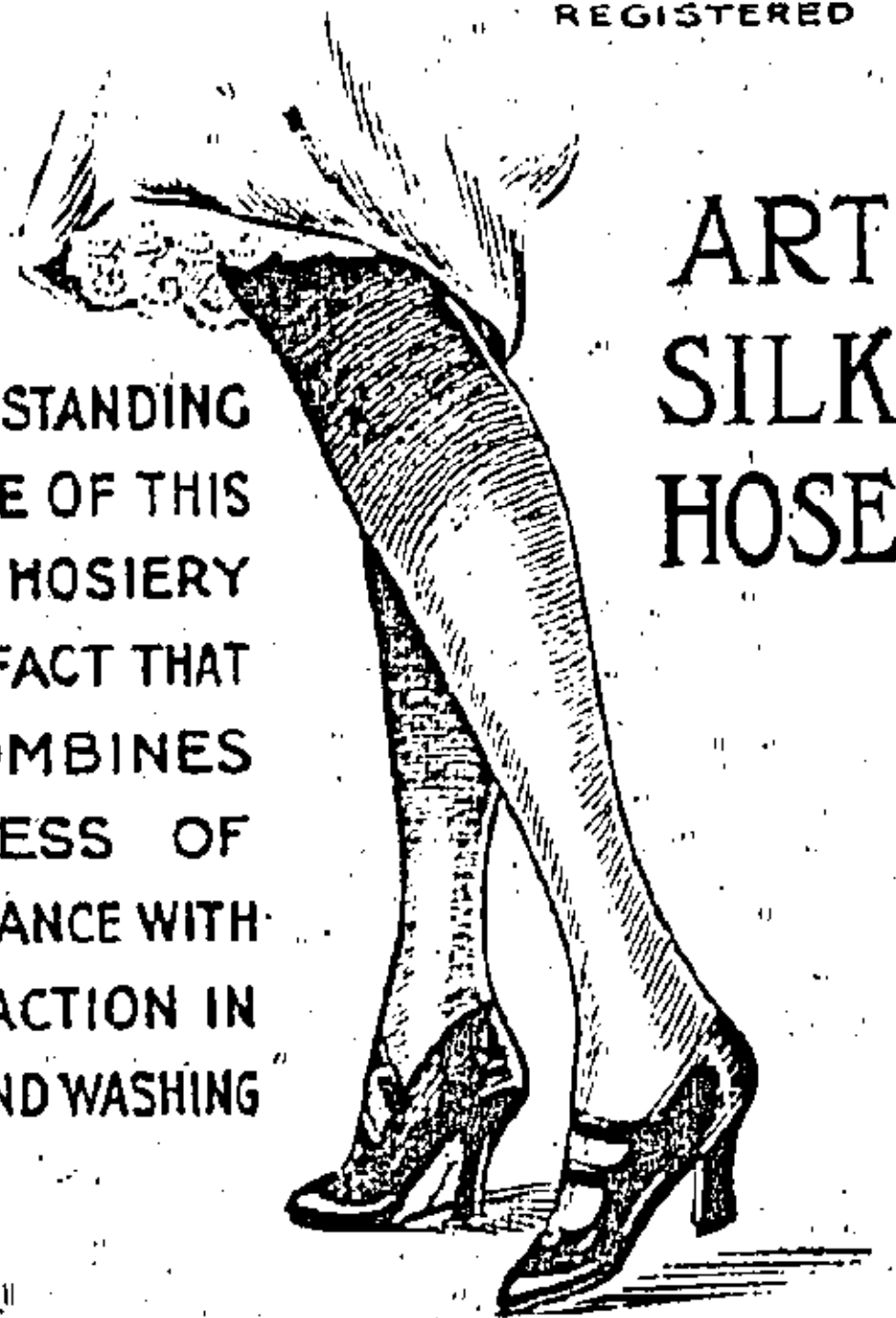
WHITEAWAY'S  
STANDARD VALUES

THE CELEBRATED

"Three Knots"

REGISTERED

THE OUTSTANDING  
FEATURE OF THIS  
FAMOUS HOSIERY  
IS THE FACT THAT  
IT COMBINES  
RICHNESS OF  
APPEARANCE WITH  
SATISFACTION IN  
WEAR AND WASHING

ART  
SILK  
HOSE

## BRITISH MADE

The above line in ART SILK HOSE is one of our STANDARD VALUES and can be purchased from us only.

Can be Supplied in Black, Ivory Assorted greys and Champagne. All Sizes.

STANDARD  
VALUE  
PRICE \$3.50 pair

NEW STOCK OF CHILDREN'S SOCKS

WHITEAWAY, LAIDLAW &amp; CO. LTD.

HONGKONG.

## E. HING &amp; CO.

SHIPBUILDING MATERIALS, SHIPCHANDLERS AND  
HARDWARE MERCHANTS.  
25, WING WOO ST.  
PHONE CENTRAL NO. 1110. CENTRAL.

## FLYOSAN

Bed-bugs can be entirely eliminated from a building or ship by using Flyosan. Spray Flyosan freely in all directions around the walls, pictures, pieces of furniture, bedsteads, mattresses etc., and these pests will come to the surface where they will soon die. It will be necessary to continue spraying Flyosan frequently about the home to prevent the invasion of these pests.

## ORDER A TIN TO-DAY

Sole distributor for Hongkong

A. S. WATSON &amp; CO.

THE COLONIAL DISPENSARY.

THE QUEEN'S DISPENSARY.

THE CHINA DISPENSARY.

THE EDWARD DISPENSARY.

THE PHARMACY.



## NEW ADVERTISEMENTS.

### WANTED.

**FRENCH LESSONS.** Experienced European lady can take a few pupils. Apply Box No. 987 c/o "Hongkong Telegraph".

**WANTED—EXPERIENCED BOOK-KEEPER.** Applicants should state age, salary expected and previous experience. Apply Box No. 965 c/o "Hongkong Telegraph".

**EUROPEAN lady stenotypist** in French language is prepared to undertake extra work. Apply Box No. 988 c/o "Hongkong Telegraph".

**WANTED.—By young man** board and lodging at moderate terms, with European family. Letters under No. 986 c/o "Hongkong Telegraph".

### TO BE LET.

**To LET.—European flats** in Lee Building, Wanchai Gap Road. Apply to 32 Kennedy Rd.

**SPACIOUS Offices** on Ground Floor of No. 4, Duddell Street, newly fitted with teakwood panels and counters, suitable for Banking and other businesses. Electric Light Installation completed. Centrally located. Ready for immediate occupation. Apply to Box No. 984 c/o "Hongkong Telegraph".

### FOR SALE.

**FOR SALE 36 Ladies' Mercorised Silk Jumpers \$50.** Various Colours and sizes. Excellent new. You can re-sell at \$7.50 each.

**500 Different New Postcards \$7.50.** Eleven large framing pictures \$11.00 large 2 carat imitation diamond. Looks very real \$11.00 Post Office Box No. 602.

### LOST.

**LOST.—On Sunday, 26th August 1923, fox-terrier (male), black & white, Licence 533. \$20.—Reward. P. Marks c/o Neth. India Commercial Bank.**

### NOTICE

I have admitted Mr. Ugo Gonella as a partner in my business and the same will be carried on under the name and style of Hazeland and Gonella, Civil Engineers, Architects, and Surveyors, as from today's date.

F. M. HAZELAND.

33, Queen's Road Central, Hongkong 1st September, 1923.

### NOTICE

Suppose there was no life insurance. What would people do who live out all they earn and only save by being insured?

SUN LIFE ASSURANCE

CO. OF CANADA,

15, Queen's Road Central,

Hongkong.

D. O. de SILVA,

Actg. Manager.

Other Advertisements Continued on page 9.

### THE ROYAL HONGKONG GOLF CLUB.

**BOTH Courses** at Fanling are unavoidably closed until further notice. The Captain's Cup qualifying round is postponed until further notice.

PERCY SMITH, SETH & FLEMING, Secretaries & Treasurers.

### BAPTISTA, YORK & CO., LTD.

Extraordinary Resolution.

**AT an Extraordinary General Meeting** of the above named Company, duly convened, and held at the Company's registered office at No. 4, Queen's Road Central on the twenty-eighth day of August, 1923, the following extraordinary resolution was duly passed:—

"That it has been proved to the satisfaction of this meeting that the Company cannot by reason of its liabilities continue its business and it is advisable to wind up the same and accordingly that the Company be wound up voluntarily; and that Mr. Dionisio Maria Vieira be and is hereby appointed Liquidator for the purpose of such winding-up."

Dated the 28th day of August 1923.

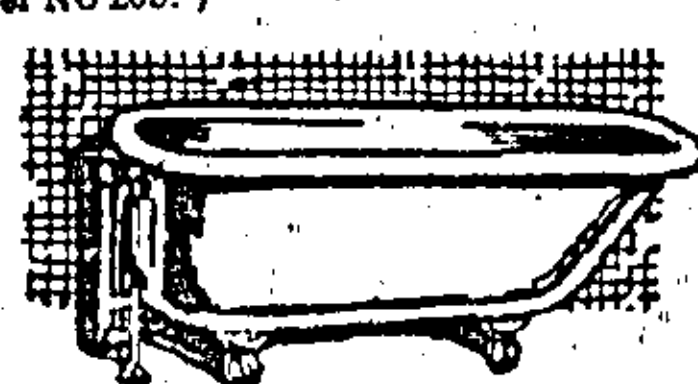
BAPTISTA, YORK & CO., LTD.

M. Baptista, Chairman.

### C.E. WARREN & CO., LTD.

SANITARY ENGINEERS MONUMENTALISTS

Office & 98A Wanchai Rd. Godown Tel No 206 HONGKONG.



ESTIMATES FREE FOR ALL INSTALLATIONS

SPECIALISTS IN—MARBLE & GRANITE MEMORIALS

### PROVINCE OF MACAU.

Exchequer Department.

### NOTICE.

It is hereby notified that on the 16th of November proximo, at 10 a.m. in the Exchequer Department, the oral bidding will take place among the tenderers, on the basis of the highest tender for the exclusive privilege of Opium Farming, during three years, from the 1st of January, 1924, to the 31st of December, 1926.

The sale conditions may be seen in the Consulates General for Portugal in Hongkong, Canton and Shanghai, and also in the Macau Exchequer Department.

Exchequer Department of the Province of Macau, 25 August, 1923.

Antonio Meireles e Vasconcellos, Chief of the Exchequer Department.

### HONGKONG TECHNICAL INSTITUTE.

#### SHORTHAND.

**CLASSES** in Shorthand will open on Monday, 3rd September, applicants should attend at Queen's College, Room on that date, at 6 p.m. Only those can be admitted who have a good knowledge of English.

#### HONGKONG CLUB.

##### NOTICE.

**THE Third Yearly Drawing** of 20 Debentures (1920 issue) \$500. each of the Hongkong Club, Payable on SATURDAY, the 29th September, 1923, will be held in the Club House at 11 o'clock, a.m. on SATURDAY, the 8th September, 1923.

Bearers of Debentures are invited to attend the Drawing.

By order,

A. H. ABBAS, Secretary.

Hongkong, 28th August, 1923.

### THE HONGKONG JOCKEY CLUB.

**THE fourth Grackha Meeting** will be held on Saturday, the 6th and Monday the 8th October 1923, weather permitting. Draft Programmes and Entry forms may be obtained at the Race Course, Hongkong Club and Causeway Bay Stables. Entries will close on Saturday 22nd September 1923.

### PITMAN'S SHORTHAND EVENING CLASSES.

French Convent, Causeway Bay.

Class for lady beginners.

St. Mary's School, Kowloon.

Class for lady beginners.

St. Joseph's Branch College, Kowloon.

Class for young men "SPEED ONLY".

The above classes open on the 3rd September.

### NOTICE.

**OWNERS** and/or Consignees of Cargo on board the s.s. "KWONG SAI" on the 18th August, 1923 when she was stranded off the Stonecutter Island in the TYPHOON of the date, are hereby informed that the Cargo is still on board the s.s. "KWONG SAI" which is now in the dock of the Hongkong & Whampoa Dock Co., Ltd., Hongkong and Owners and/or Consignees are hereby required to identify their goods and take delivery of same prior to the 2nd September, 1923, after which date all UNCLAIMED CARGO which is saleable will be SOLD to defray expense of removal, and the Remainder will be destroyed.

THE SHIP ON STEAMSHIP COMPANY, LIMITED.

Hongkong, 21st August, 1923.

## A Chorus of Remarkable Praise Greet



**READ THIS!**



### Super Production

IN GENUINE SENSE—"The Flirt" it a super production by virtue of its truth. There are no thrilling escapes, no hair-raising stunts—it is really the exhibition of the naked truths of an ordinary home, and as such deserves unstinted praise. It is quite impossible to enumerate here the countless subtle touches in this admirable film. It is a super production in the genuine sense of the word. The acting is excellent—so good in fact that one is never conscious of it. Honours go to George Nicholls for his wonderful characterisation of Papa Madison. Buddy Messenger, as Hodrick, is a real boy—just 'the little devil' who provides much of the good humour. Every parent should take every child to see 'The Flirt'—anyone who does not feel the better for its influence is beyond understanding.

"THE CINEMA" (London)



**Out they Go!**

### GIVING UP AGENCY.

The whole of our stock of

## HANAN BOOTS & SHOES

To be cleared at

**\$13.50** per pair

(Far less than present day cost price)

**Out they go!**

All shapes and sizes in Black, Tan, White and Patent Leather.

Make YOUR selection early at

**MACKINTOSH & Co., Ltd.**

MEN'S WEAR SPECIALISTS.

Alexandra Building.

Des Voeux Road.

## HUGHES & HOUGH GENERAL AUCTIONEERS AND BROKERS.

on TUESDAY, the 4th September, 1923, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street, Valuable Teakwood and Blackwood Furniture, and Household Sundries, &c., &c., &c., Comprising:— Dining Suites, Chesterfield Sofas, Arm-chairs (new), Tea Tables, Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables and Chairs, Washstands, &c., Sideboards, Dinner Waggon, Crockery and Glass Ware, Cutlery, Carpets and Rugs, Staircase Carpets, Electro-plated Ware, Electric Reading Lamps, Teakwood Screens, Blackwood Teapots, Marble-top Flower Stands, Side tables and Cabinets, and a few lots of Hand-bags and Suit Cases. Hongkong, 28th August, 1923.

### PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, on

TUESDAY, WEDNESDAY & THURSDAY,

the 11th, 12th and 13th, September, 1923, at H.M. Naval Yard, Hongkong, and at Kowloon Naval Depot, commencing each day at 9.30 a.m., with an interval from 12 noon to 1.30 p.m.,

Old and Surplus Naval Stores, &c., &c.,

Comprising:— Life Boats, Dingies, Whalers, Electrical and Wireless Telegraphy Fittings, Electric Cable, Cooking Stoves, Ships' Fittings, Iron Beds, Mattresses and Fittings, Life Rafts, Life Jackets and Belts, Carpets, Rugs, Mats, Table Covers, Blankets, Curtains, Canvas, India Rubber and Metallic Hoses, Old Cordage, Canvas Bags, Old India Rubber, Old Leather, Old Woollen and Linen Rags, Old Asbestos, Old Cork, Old Iron and Steel, Old Brass, Copper, Lead and Gun Metal Blocks, Lamps, Gauges, Steel Tubes, Old Steel Wire Ropes, Mineral Oil, Chain Cable, Drilling, Slotting and Grinding Machines, Lathes, Pinnace and Cutter Engines, Tables, Compasses, Clocks, Iron Drums, Fold up Lavatories, Old Packing Cases, Packing Boards, Old Casks and a large quantity of Fire Bar Iron, etc.

Lots may be inspected on Monday, the 10th September, 1923.

Also sale of Old and Surplus Victualling Stores at Kowloon on Friday, 14th September, comprising:

Unserviceable Provisions, Rabbit, Raisins, Clothing and Mess Gear.

Terms of Sale.—As detailed in catalogue.

HUGHES & HOUGH,

By Appointment,

Auctioneers to the Admiralty.

Hongkong, 2nd Aug. 1923.

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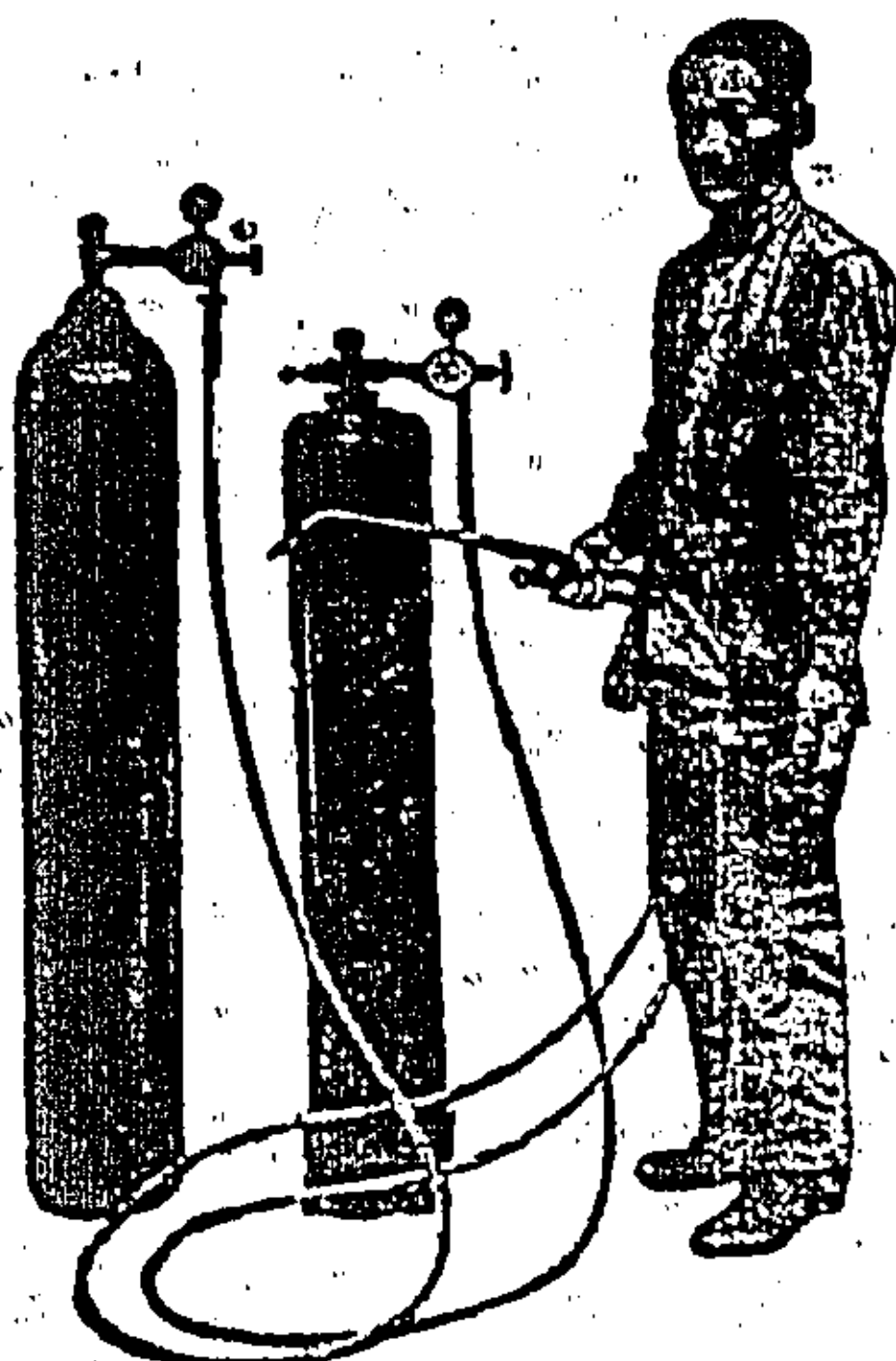
(From 1st June, 1923.)

| Week Days.                           | Sundays.                             |
|--------------------------------------|--------------------------------------|
| 7.00 a.m. to 7.18 a.m. every 15 min. | 7.00 a.m. to 7.10 a.m. every 15 min. |
| 8.00 " " 8.20 " " 10 min.            | 7.30 " " 9.30 " " every 15 min.      |
| 8.30 " " Stopping.                   | 9.30 " " 11.00 " " 10 min.           |
| 8.37 " " Non-stop.                   | 11.15 " " 12.00 noon " 15 min.       |
| 8.47 " " Stopping.                   | 12.00 noon 1.00 p.m. " 10 min.       |
| 8.54 " " Non-stop.                   | 1.00 p.m. 2.30 " " 15 min.           |
| 9.04 " " Stopping.                   | 2.30 " " 4.30 " " 10 min.            |
| 9.11 " " Non-stop.                   | 4.30 " " 5.30 " " 15 min.            |
| 9.20 " " Stopping.                   | 5.30 " " 6.30 " " 10 min.            |
| 9.30 a.m. to 11.00 " every 10 min.   | 6.40 " " Stopping.                   |
| 11.30 " " 11.30 p.m. " 15 min.       | 6.47 " " Non-stop.                   |
| 12.40 " " Stopping.                  | 6.57 " " Non-stop.                   |
| 12.47 " " Non-stop.                  | 7.04 " " Stopping.                   |
| 12.57 " " Stopping.                  | 7.13 " " Non-stop.                   |
| 1.04 " " Non-stop.                   | 7.20 " " Stopping.                   |
| 1.13 " " Stopping.                   | 7.30 " " Non-stop.                   |
| 1.20 " " Non-stop.                   | 7.37 " " Stopping.                   |
| 1.30 p.m. to 4.00 " every 10 min.    | 7.47 " " Non-stop.                   |
| 4.00 " " 4.30 " " 15 min.            | 7.54 " " Stopping.                   |
| 4.30 " " 6.30 " " 19 min.            | 8.03 " " Non-stop.                   |
| 6.40 " " Stopping.                   | 8.10 " " Stopping.                   |
| 6.47 " " Non-stop.                   |                                      |
| 6.57 " " Stopping.                   |                                      |
| 7.04 " " Non-stop.                   |                                      |
| 7.13 " " Stopping.                   |                                      |
| 7.20 " " Non-stop.                   |                                      |
| 7.30 " " Stopping.                   |                                      |
| 7.37 " " Non-stop.                   |                                      |
| 7.47 " " Stopping.                   |                                      |
| 7.54 " " Non-stop.                   |                                      |
| 8.03 " " Stopping.                   |                                      |
| 8.10 " " Non-stop.                   |                                      |

BY ARRANGEMENT AT THE COMPANY'S OFFICE, Alexandre Buildings, Hongkong, 1st June, 1923.

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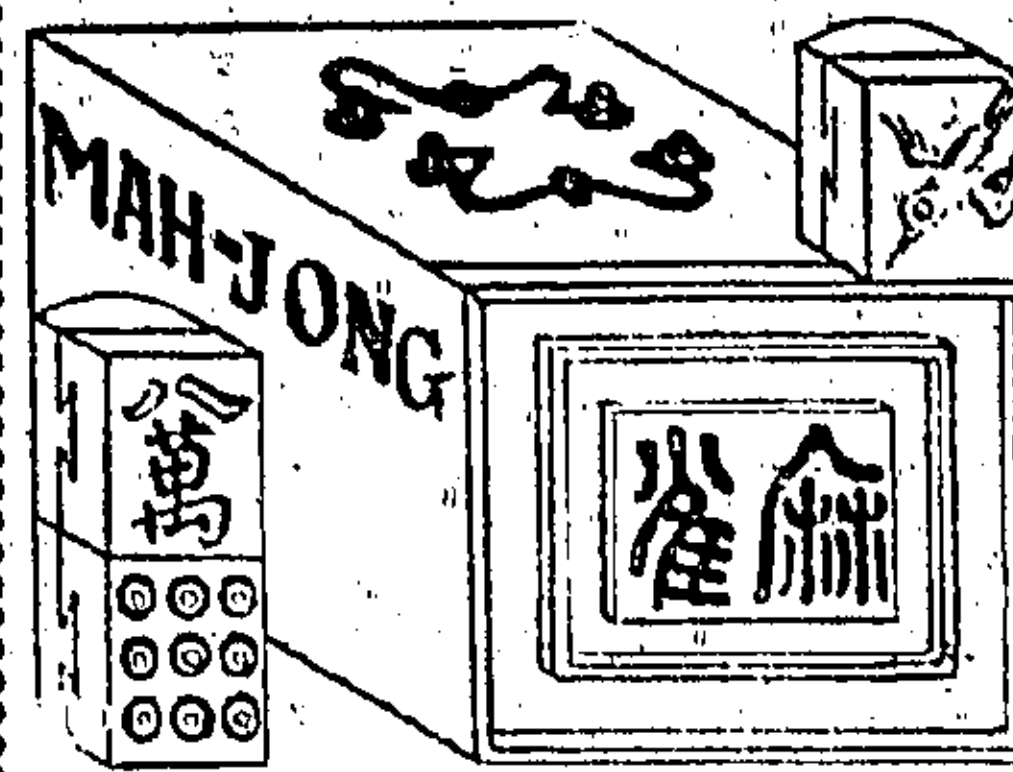
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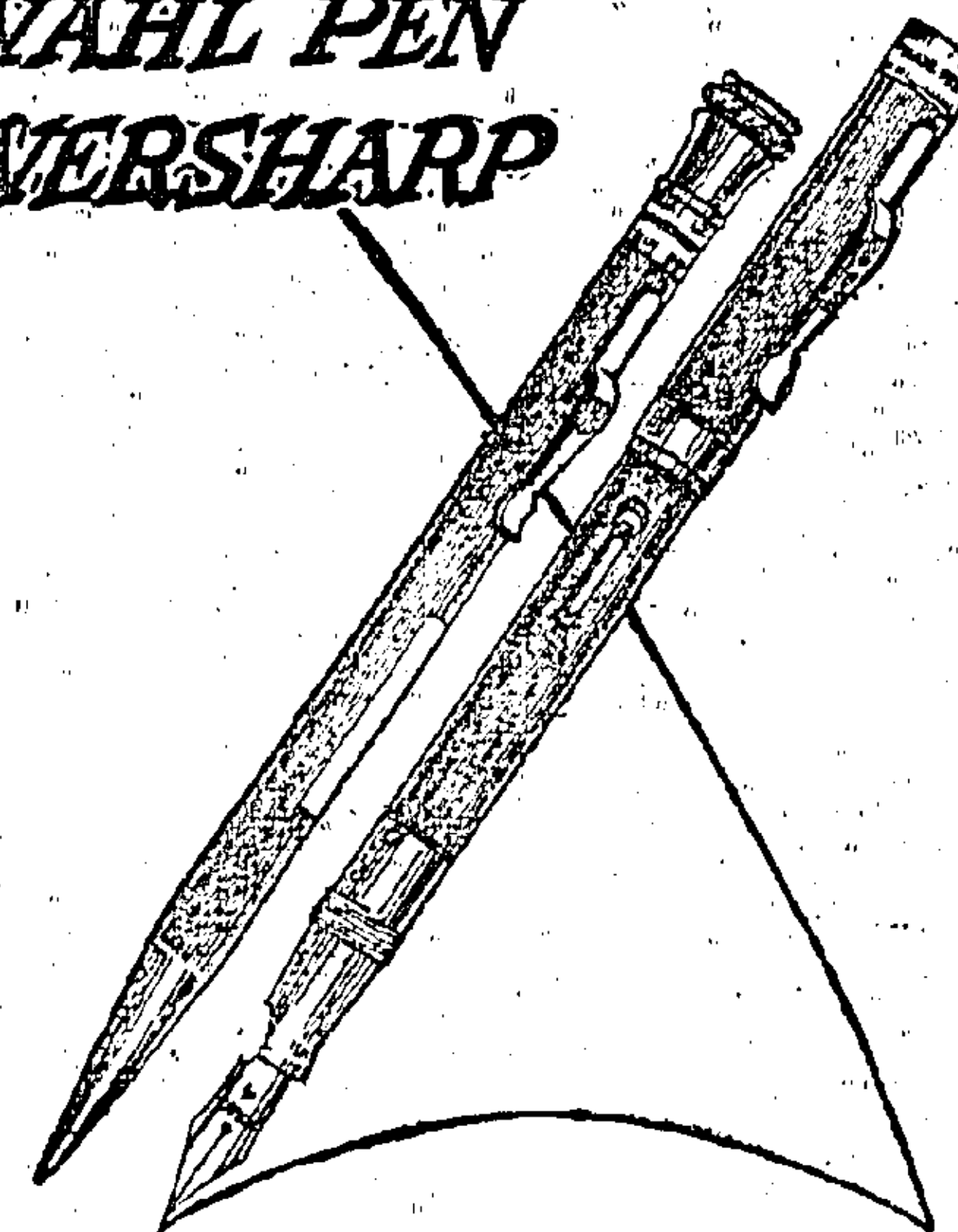
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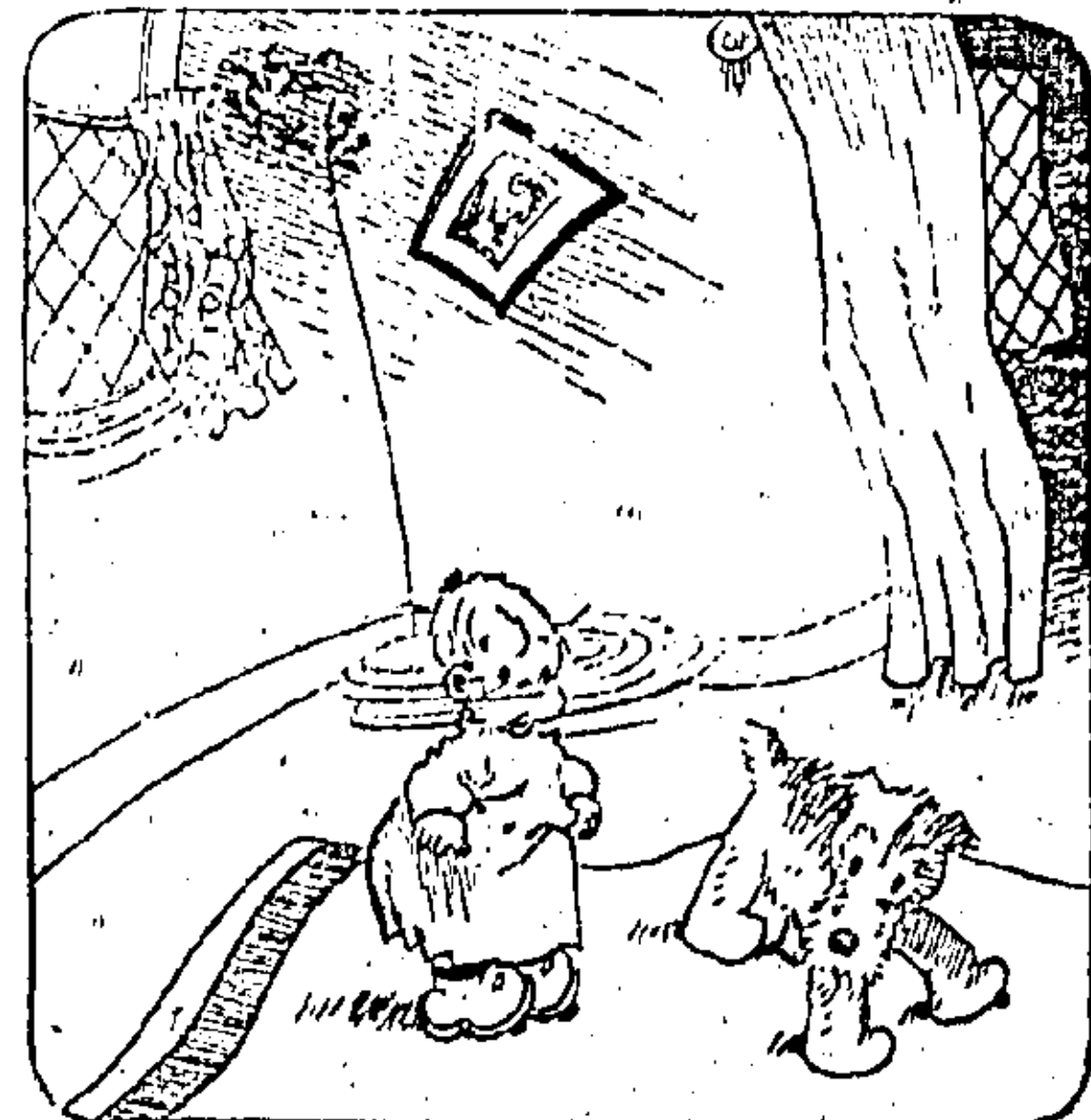
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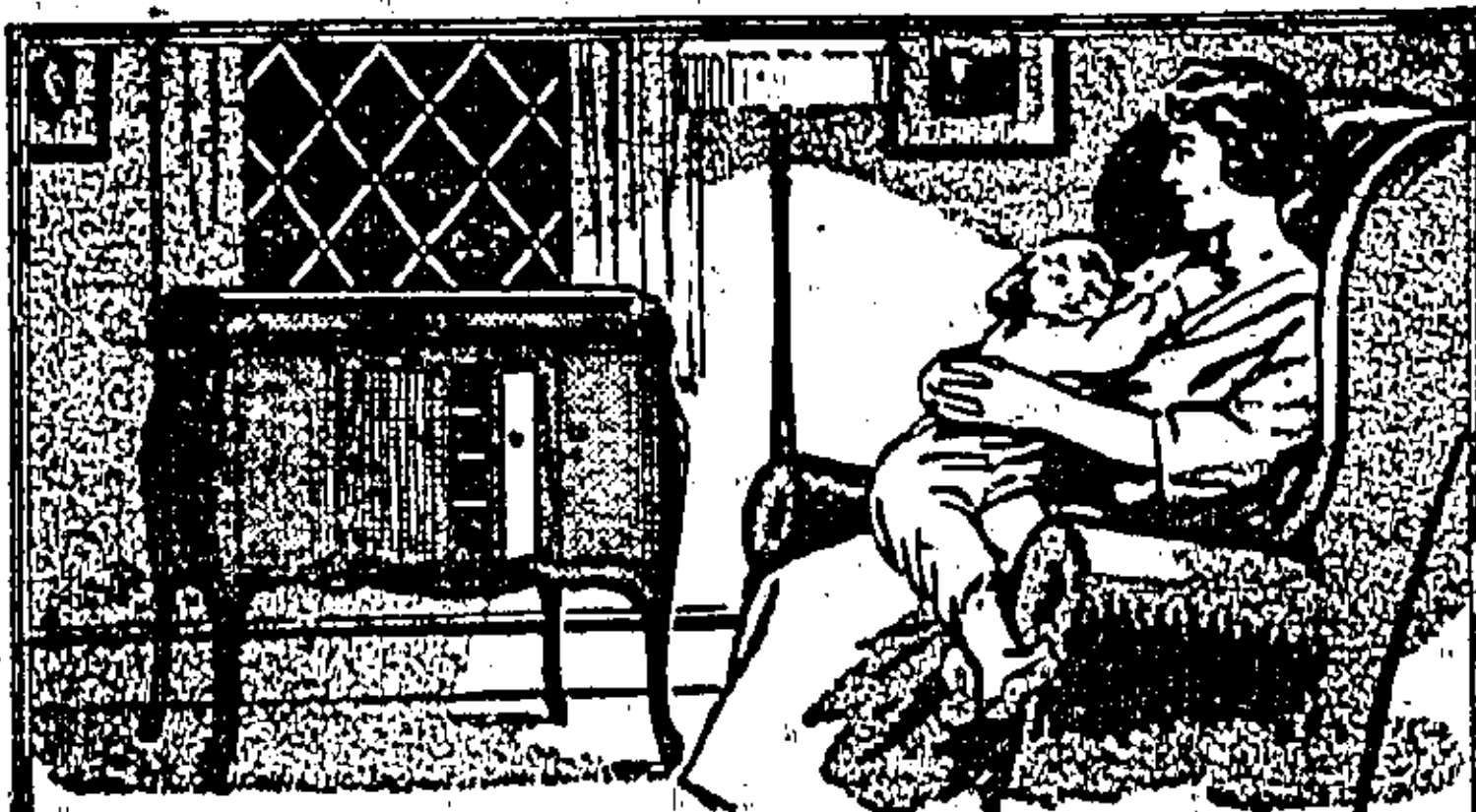




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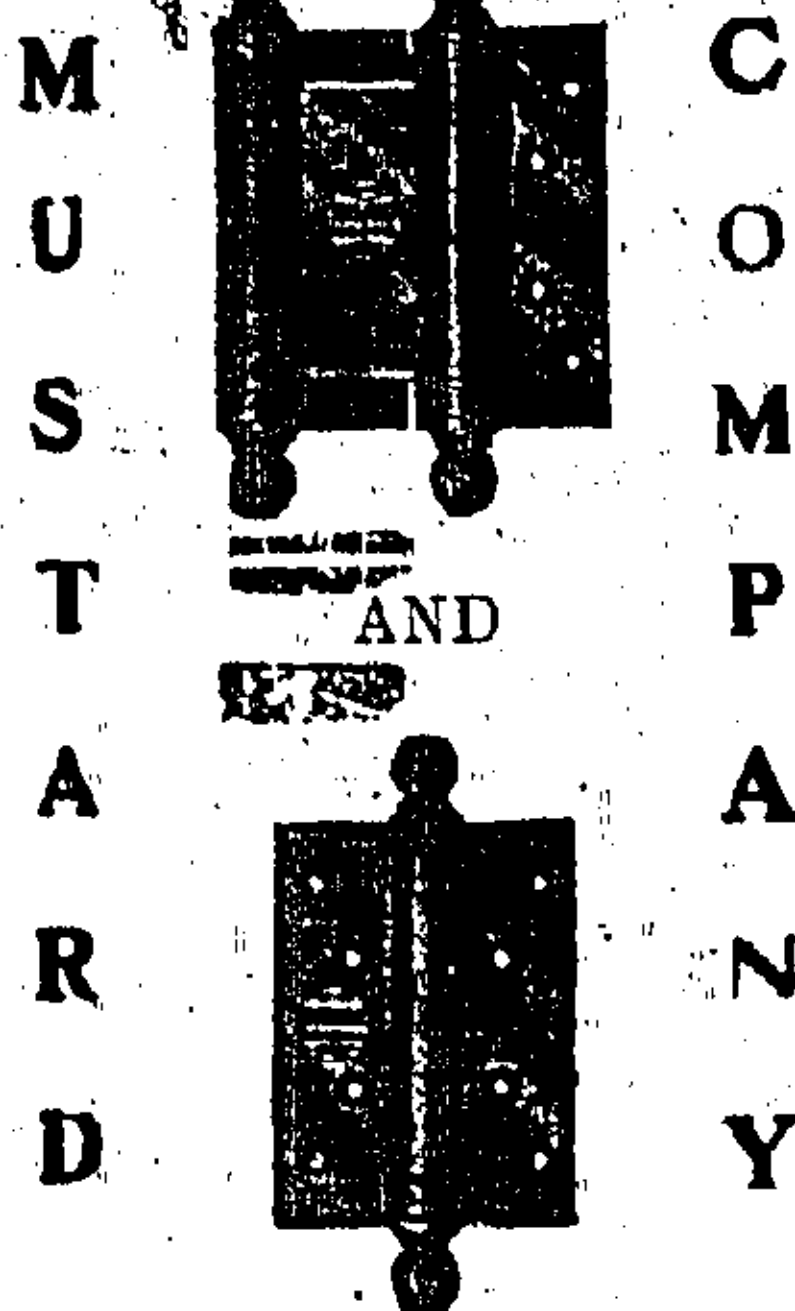
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## The Telegraph.

HONGKONG, 1st Sept., 1923

MORE OF MR. MOLLER'S  
POINTS ANSWERED.

We referred yesterday to two points on which Mr. Moller wrongly accuses the Hongkong Government of culpability in connection with the war-time control of shipping. As we have briefly shown, the local authorities did not requisition the ships for war purposes, and they did not deliberately pass an indemnity law in order to safeguard themselves for this action. It was the Admiralty in London that requisitioned every British ship—"requisitioned" in the lesser sense of placing these ships under Government control—and the introduction of control in Hongkong was effected by the Naval Commodore on express orders from London. There was no alternative for the local authorities but to obey, else the Home Government could "sack the lot." Disobedience, in fact, would have been open revolt. Yet, it seems, there are some persons who refuse to see such a simple fact, obvious to the intelligence of any child. The same thing applied later to the Indemnity Ordinance, which was passed by the local Government on instructions from Home. The Shipping Controller had previously ordered requisition of vessels all over the Empire. It is estimated that, when control ceased, the Home authorities would have been "liable" to claims for profits totalling something like a hundred million pounds sterling. To prevent these excessive war-engendered profits going where they should not have gone, and in order to follow the policy of the Government whenever special emergency legislation (like D.O.R.A.) has had to be introduced, Parliament was asked to pass an indemnity Act, and supplementary Ordinances had to be passed by the Colonies (including Hongkong) on Imperial instructions. The local Government, we doubt not, would willingly have handed over the local profits to the shipowners concerned had the Home authorities so ordered, for it did not set out to make any profit and hold the money merely as a subordinate agent of the Secretary of State. The Colonial Secretary, Mr. Fletcher, who was chairman of the local Shipping Control Committee, and has therefore become the target for Mr. Moller's and

Mr. Burkill's criticisms, had, we thought, quite clearly controverted the accusations against the local Government in his recent printed reply. To make only one reference, on page 70 of that reply is a record of an interview Mr. Burkill had with Sir G. Grindle at the Colonial Office last November, which clearly proved that the Secretary of State would not sanction any payment of profits to the shipowners; or, in fact, any deviation from his explicit instructions in the matter. It must surely be apparent to anyone who troubles to think the matter out, that to condemn the Hongkong authorities is about as sensible as blaming the firing squad for the sentence of a court martial.

While on this subject of the control of British ships during the war we might repeat the reason for the Admiralty's action. It was found essential that certain ships be requisitioned. In consequence, the owners of uncontrolled vessels were reaping an enormous harvest, with the field left almost without competition. In order to avoid these very unfair conditions, the Shipping Controller decided that all British ships should come under the scheme. What could be more illustrative of Government anxiety to see fair play? One of Mr. Moller's accusations is that the Hongkong authorities requisitioned the steamers for war purposes. This is untrue. The local Government had power to divert any ship to war service if it found such action necessary, but this was never the object of the control scheme. Thus we find a few instances of diversion—one ship takes coolies to Malaya on the urgent request of the authorities there, who needed them for the tin mines, and tin was being dug out overtime for munitions purposes; another vessel carries part of a British battalion to Vladivostok. As for the references to rice carriage, the local Government knew its business best; it found there was ample rice here and no need for special carriage of this cargo.

Our space is limited, but before leaving the subject we shall indicate one more false deduction put forth in Mr. Moller's latest effusion. He refers to a successful action by a shipping company against the Straits Settlements Government, which he declares arose under circumstances "exactly similar to our own." This proves the danger of declarations made without the book. The case was absolutely distinct from any local circumstance. The company concerned, the Eastern Shipping Co., refused to run its vessels under Government control, and the authorities, under an Order in Council, illegally seized the ships and appointed their own nominee to run them. In Hongkong, all the companies concerned, including the Moller Shipping Co., agreed to come under the scheme (though under protest) and ran the ships themselves. One wonders how much longer Mr. Moller and his supporters will keep up their attitude of unreason.

## Rocket Apparatus.

The Government apparently holds the view that the use of rocket apparatus during typhoons in Hongkong is impracticable. That was the opinion expressed some years ago by a former Commodore, and it is still the official viewpoint. Whilst not being in a position to offer technical advice on the subject, we do trust that the matter will not be disposed of without further consideration. Does the former Commodore's opinion tally with that of other experts? We are prepared to admit that the case of the Loongsang was peculiar in some respects, but we are not yet finally convinced that rocket apparatus would be altogether useless. Even if it succeeded

## DAY BY DAY.

Further amendments of the prison Regulations are contained in the Gazette.

The Whist Drive arranged by the Catholic Mens' Club will be held to-night, wet or fine.—Advt.

ANYONE CAN TELL YOU SOMETHING YOU DON'T KNOW. ASK QUESTIONS—THEN LISTEN.—Colman Cox.

The following additions have been made to the List of Authorized Architects: Mr. R. W. Bateman and Mr. O. F. Savage.

The Ming Yuen Studio, as well as A. Fong, send us some excellent photographs of the floods at Wong Nei Chong village and Happy Valley.

It is proclaimed by orders of His Excellency the Governor in Council that Bangkok is a place at which an infectious or contagious disease prevails.

The official appointment of the Hon. Mr. T. H. C. Cressy as Director of Public Works, as well as a member of the Executive and Legislative Councils and Vice President of the Sanitary Board, is gazetted.

A Baseball League match will be played to-morrow afternoon at 4.30 p.m. at Happy Valley between the Lusitano team and the team representing the I.R.C. A good close game is expected, and fans should find it an interesting and exciting contest.

Rural Building Lots 230 to 234 inclusive are to be sold by auction on the 17th instant. They are situated near the Chinese Christian Cemetery at Pokfulam, and vary from 141,350 square feet (upset price, \$46,139) to 10,160 square feet (upset price, \$3,502).

Tenders are being invited for repairs to Railway Pier Tai Po. The work consists in:—(1.) Rebuilding the wooden portion of the pier upon the existing steel piles. (2.) Pulling down where necessary the pitching which has been damaged by the recent typhoon and repitching.

No less than 3,750 counterfeit Chinese coins were discovered secreted in the false bottom of a basket belonging to a Chinese passenger of the s.s. Liang Chow proceeding to Swatow. Sergeant Carey, in charge of the police launch which visited the steamer, took the man into custody yesterday.

## OPIUM FIND.

## Ship's Compradore Charged.

The compradore of the steamship San Nam Hoi was to-day charged before Mr. J. R. Wood, with being in possession of 40 pots of prepared non-Government opium.

On the night of the 31st. August, it was stated by Mr. J. D. Lloyd, who prosecuted, revenue officers went on board and made a search. A cupboard, which was well-known to the Revenue Officers, was again visited. The searchers were not disappointed in their expectation of finding something good, for that same cupboard had on a previous occasion rewarded the attention they gave to it. The forty pots of opium were found in this recess, in addition to thirteen pipes and nine lamps. The compradore was charged on the point that in his official position he was responsible for everything occurring between decks.

A remand was ordered until Friday, Mr. H. C. Lee appearing for the defence. Bail was allowed in the sum of \$3,000.

In saving some lives, it would have a value. We are told that the Loongsang was for some twenty minutes stationary at the spot where she eventually foundered, and the opinion has been expressed that it would have been possible to have saved some of her crew had a rocket apparatus been immediately available. However, the Chamber of Commerce is to consider this general question, and it is at least gratifying to have the assurance that the Government will be prepared to act upon any suggestions which are found to be practicable.

## Bulls and Inners

From the Office Butts.

We desire to contradict the rumour that a special medal is to be struck for those who still have the courage to remain in residence on the Peak.

We have just been reading about a fish weighing 40,000 pounds which was caught in Florida. This must be the one which usually gets away.

A milliner recently fell off a ship at sea. It is presumed that she saw a fellow-passenger with a hat just like hers.

During the past week there has been an alarming increase in the outbreak of "Housemaid's Knee" among Peak dwellers.

Nowadays it "never rains but it pours" a stream of sooty water down the back of some poor taipan.

It would be a good idea to get the winner of the Dempsey Firpo bout to fight the Pennsylvania man who is said to have 22 wives.

American ships being so dry, it is suggested that the "S.S." before their names means "Sunday School."

Cheer Up! Hongkong may have its typhoons and floods, but there ain't no income tax.

Canton can give Hongkong some tips. A ricksha coolie there returned a handbag to a passenger.

The cry of the lounge lizard—"Give us back our chits!"

The Japanese artist who was recently sketching Peak Homes is not likely to be suffering from overwork at the moment.

A bagpipe competition for schools in the West of Scotland has been won by a Chinese scholar. After some of the noises we have heard omitted in the Far East, we can quite understand it.

We need not be so snotty about our fine harbour in future. Reuter wired that during the big typhoon the Empress vessel moored in mid-stream, and a Peking contemporary heads it: "Empress boat is moored in river."

To open an umbrella in the house is said to be unlucky. Many Peakites are taking the risk in spite of superstition.

The name of the super-tuchun in China at present is General Paralysis.

To Let! House on Peak in thoroughly up-to-date condition. Shower baths in every room, water at all hours; airy grounds can be used for sleeping in. Owner having no further use is prepared for anything. Apply Webb-Foot, P.O. Box O.L.

Up to last Wednesday, we thought the "average rainfall" for Hongkong must have been computed at the time of the Great Deluge. Now we are looking for the Ark.

Rubber bricks are the latest. Quite useful for electioneering purposes.

If aeroplanes should become really popular, we shall have to take in the chimneys at night.

One thing about a perambulator, you never have to reckon how many miles to the gallon.

Hongkong knits say it's all right for a girl to close her eyes while kissing so long as she keeps her mouth shut afterwards.

The rainfall for this year and the average had been running a close race for several weeks, first one and then the other obtaining the lead. We understand that, pending the revival of our Race Meetings, the Turf fraternity were finding quite a lot of relaxation in reading the weather report. Now they are going in for boating.

According to a Chinese legend, Hongkong is known as "The Isle of Fragrant Streams." The fragrance seemed a bit strong on Wednesday last.

A collection of old tiles is likely to be purchased by a wealthy American, reports a Home paper. We are sorry now that we gave our last one to the cook-boy.

Balance of power in Euro p depends upon their balance of mind.

A hero is a lad with enough money to buy drinks for the crowd.

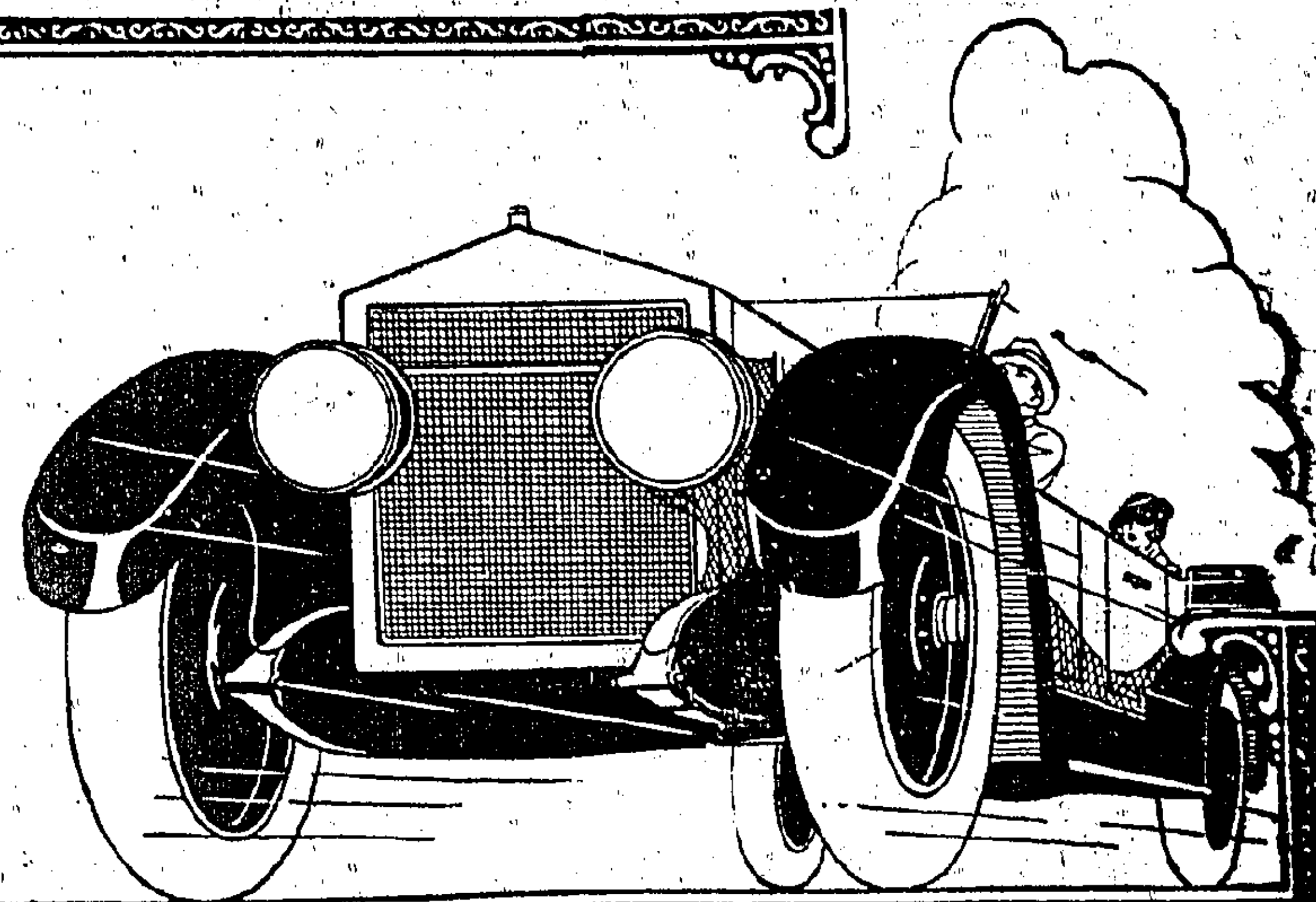
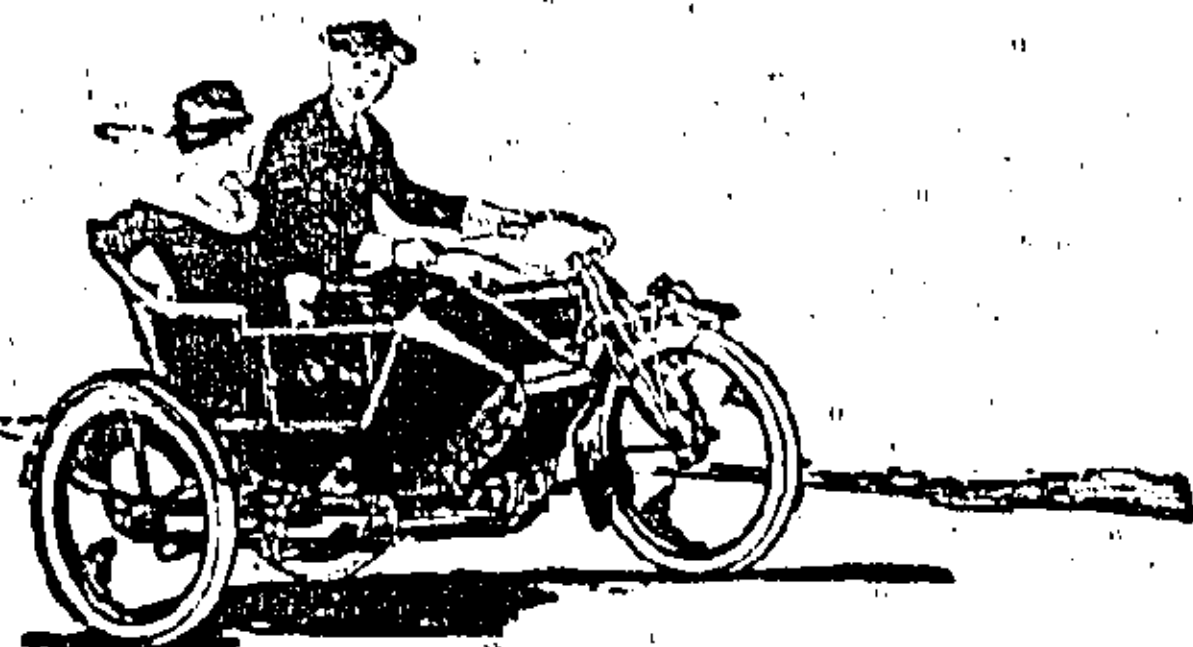


# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH.

Saturday, September 1st, 1923.

(Being the Official Organ of the Hongkong Automobile Association).



## LOCAL MOTOR NOTES & NEWS

On reviewing the results of the competitions held at Tsin Wan on Saturday, August 25th, one is immediately struck by the general good riding, and the particularly good performances of the leaders in each class.

The first event—an acceleration test for solo machines under 550 c.c.—was won by Mr. S. C. Saunders in the remarkable time of 13 seconds; this on a standard 4 h.p. Triumph, a machine more renowned for its "trustworthy" qualities than for those of speed or acceleration. The result speaks well for the rider's tuning and riding abilities, for the test is to a large extent, a question of the rider's ability to tune his machine and to make quick, neat gear changes. The only fault that can be found with this run was that Mr. Saunders looked down at his gear lever as he changed. This should not be necessary.

The second man home—Mr. D. Cayless on an Ivy 3—demonstrated another well-tuned and driven machine, and although it was a special model, a two-stroke is not as a rule noted for its thunderclap acceleration. The other competitors were very slow in starting in most cases, and they had evidently not practised those neat gear changes so essential in an event such as this.

The second event, for machines of unlimited c.c., was won by Mr. F. Baker on an 8 h.p. Indian Chief, with the late Mr. H. S. Burleigh a good second. Both men were obviously riders of outstanding ability, and their machines were tuned up to perfection. As in the first event, some competitors should have done better.

The acceleration test for combination resulted in a good win by Mr. A. Gascon, driving a well-tuned Harley Davidson and sidecar, with Mr. F. C. Weller on a by no means new Henderson and side car, second.

The acceleration test for motor cars was won by the favourite, Mr. C. D. Lambert, driving H. E. the Governor's 19.6 h.p. Crosley. The Hon. Mr. A. G. M. Fletcher (driving his Oldsmobile), Mr. A. H. Rowe (on Mr. J. Parsons' 27.3 Buick) and Mr. J. Smith (29.4 Chandler) tied for second place. These cars were extremely well tuned and most expertly handled, particularly so when it is remembered that only a fifth of a second separated first and second places. The majority of competitors in this event handled their machines very well, although one or two had trouble in gear operating.

The hill climbing on time and formula were the next events, and probably the most interesting in the programme. The first competitors to be sent off were those in the under 550 c.c. solo class. Three men seemed to be the favourites with the crowd—Mr. D. Cayless (3 h.p. Ivy) Mr. S. C. Wong (23.4 h.p. A. J. S.) and Mr. B. C. Saunders (4 h.p. Triumph). Mr. Cayless won the event at an average speed of nearly fifty-five m.p.h. Mr. S. C. Wong was next, being only a few seconds behind the winner, while Mr. Saunders unfortunately punctured some distance up the hill and finished on a flat tyre. Mr.

Cayless's win was all the more remarkable in view of the fact that he lost both his footrests on the climb. Notwithstanding this handicap, he rode most cleverly, his cornering giving him a slight advantage.

The event for solo cycles, unlimited c.c., was unfortunately marred by the accidents. It was not until after the late Mr. Hooper's accident that speed began to mount up. Mr. F. Baker (the first man up after the mishap) rode an Indian Chief at remarkable speed, attaining nearly a mile a minute. With all his speed, he showed splendid judgment, especially on the corners, and knew exactly the moments and places to "let her out"—the one point that motor cycle riders in particular should remember.

Mr. J. Ashcroft, riding a Henderson, was nearly ten seconds slower than Mr. Baker, handling his machine very capably. The fastest time of the day was put up by Mr. Baker, who negotiated the hill in the excellent time of 1 min. 35.2 seconds.

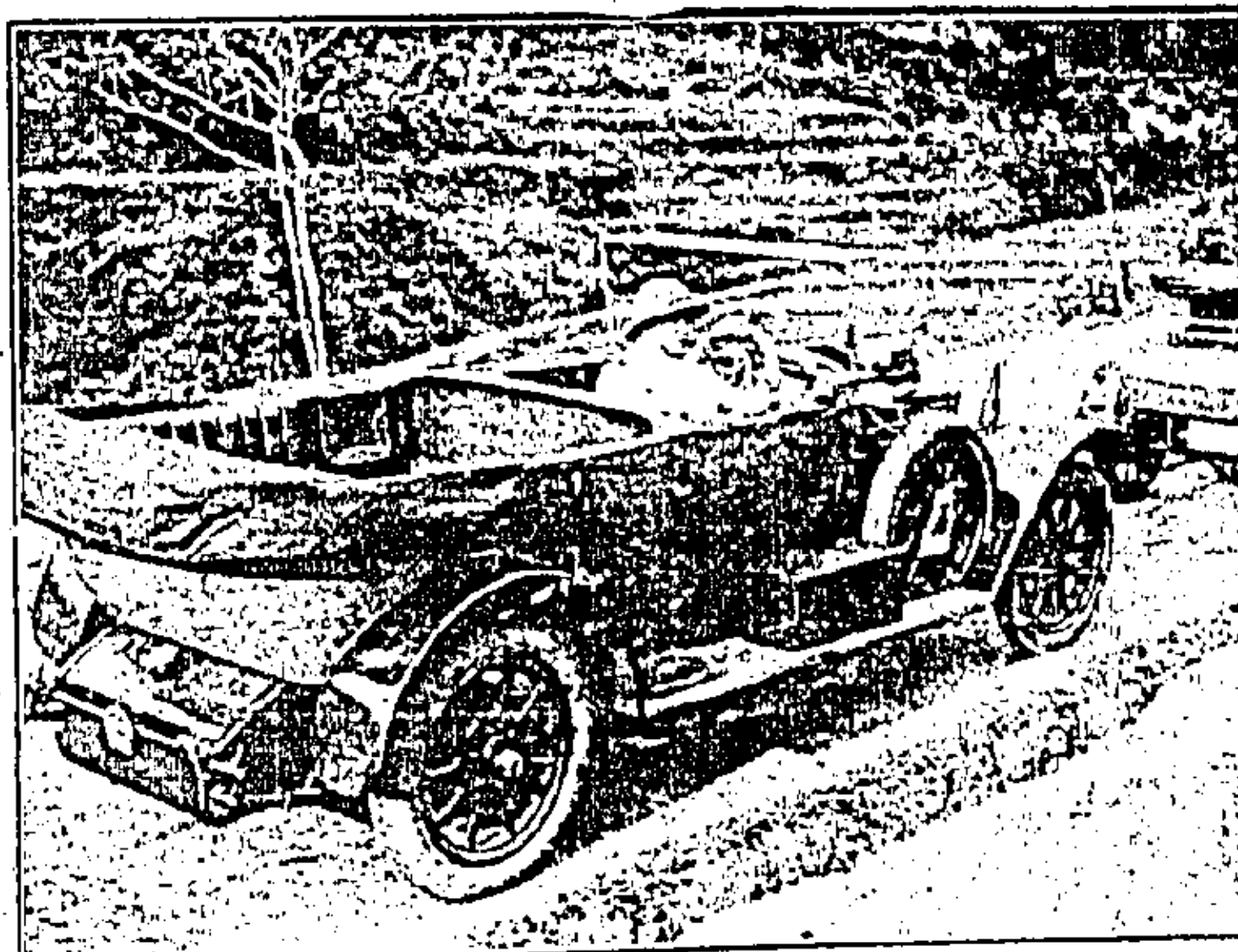
Everyone connected with the trials deeply regrets that an otherwise successful function should have been attended by a double tragedy, but in sport of this kind accidents do happen, despite precautions to guard against them. Later on, we hope to see the contests continued, because it is apparent that they have gripped the interest of the motoring public.

A word should here be said of the hard work put in by the officials in preparation for the event. Mention should especially be made of Mr. P. M. Hodgson, who appears to have a very marked aptitude for secretarial work. He did a tremendous amount of detailed work in the preliminary stages, all in thoroughly systematic manner, whilst on the day itself he was the personification of useful activity.

Another official deserving mention is Mr. C. D. Lambert, the popular Chairman of the Committee, who in addition to being one of the Colony's most expert motorists is a Trojan for work. These two gentlemen, together with all the other officials, should be given a tribute for all that they did to make the events a success.

We have received from Home a most interesting little booklet entitled *The Motor Cycle Owner*, which has been issued in connection with the National Motor Cycle Week. This deals in a series of articles with the popularity and utility of the motor cycle, cost of operating, motor cycling as a sport and Club life open to motor cyclists. Copies of the booklet will be sent free to anyone interested on application to the Secretary, B. C. and M.C.M. and T.U. Ltd., The Towers, Coventry, England.

The excellent photographs of Motor Trials which we publish today were taken by the Ming Yuen Studio, Beaconsfield Arcade. He has several others, in addition to those published, and motorists interested are advised to pay the studio a visit.



Mr. C. D. Lambert at the wheel of H. E. the Governor's winning car. (Photo: Ernest To).

## TWO OR FOUR SEATER CARS?

### Which is the More Useful Vehicle.

Capt. E. de Normanville, writing in the *Daily Chronicle*, says—Is it a sign of selfishness to drive a two-seater car the power of which is ample for conveying four passengers? Of course, all the people who are guilty of this little peccadillo—if it is one—will call me names for asking such a query.

But why do people buy two-seater cars? Surely the most Scrooge-ish person must want to take out friends occasionally? Why squash them into the uncomfortable recesses of the average dickey seat?

I have never been able to find what I consider a really adequate excuse for using a two-seater car when the power and strength of the chassis are ample for a four-seater. Perhaps some of my readers can put me wise!

### Question of Appearance.

In the meantime let us consider whether it should not be possible to improve the dickey seat, as so long as people want two-seaters and dickeys, manufacturers will continue to supply them.

Is not the available accommodation of the average dickey seat sacrificed to what we call good lines? And why does the coach builder just chop a square piece out of those "lines" to constitute the dickey?

Personally, I generally prefer the appearance of a four-seater, though I know many of you will prefer the looks of the two-seater. But if you are going to have "the selfish" model, then the manufacturer should be forced to produce more commodious dickey seats.

To do so would, of course, add to the expense, but the increased cost would not be very heavy, and I suggest that it should be incurred as a courtesy to the friends one asks to occupy the dickey.

### Overloading Two-seaters.

The fine weather during the past few days has shown conclusively how many "two-seaterites" really want four or five-seater cars. I never saw so much cruelty to two-seaters as on the Portsmouth road on Saturday.

People who are buying new cars should carefully consider the pros and cons of the two types. It is, of course, very convenient on occasion to be able to say, "Oh, I'm so sorry we can't take you! You see, our car is only a two-seater."

And some people will tell you that the four-seater with only one or two people aboard is inclined to "wag its tail." That used to be the case; in these days, however, but very few cars are guilty of that defect.

To those people who are buying cars for the first time, I suggest the four-seater type if you are in doubt. It only costs a nominal amount more, and I am sure you will often be glad of the spare space for giving your friends a trip.

### 100 M.G.P.

A correspondent states that he recently accomplished a tour of 500 miles on a Harper runabout, with luggage and spares weighing 70 lb., and a daily mileage of 100 to 110. The "petrol" consumption was between 95 and 100 m.p.g., and no trouble was experienced. A petrol mixture of  $\frac{1}{2}$  pint of oil per gallon of petrol was used.

## V-TYPE ENGINE.

### To be Retained in Cadillac.

Detroit, July 12—The rumours reported current in the trade that the next Cadillac model would witness a departure from the V-type engine were replied to with the statement by H. H. Rice, president of the Cadillac Motor Car Co., that no such change is anticipated at any time except where advancement in engineering accomplishment makes such changes advisable.

There is nothing now on the engineering horizon that would indicate the possibility of such change, he said. In making the statement he calls attention to the fact that the company's advertising expresses its conviction in the superiority of this type of engine. This, he said, was the company's word to the public on its manufacturing policy and was designed to counteract propaganda to the effect that a change might be expected.

Some time ago the Cadillac dealer organization was advised of the existing situation by Lynn McNaughton, vice-president in charge of sales. Furthermore, Rice said, the Cadillac company was opposed to the yearly development of new models and was committed to the policy of incorporating changes into its current cars as they were developed. In this way, he said, the type 61 was considerably changed from the time it was introduced.

## TWO RECORDS.

### 104 Miles an Hour by Cyclist.

C. F. Temple, on a British Auzani motor-cycle, gave sensational performances at Brooklands recently. He travelled at unprecedented speed and annexed world's records for the flying five miles and the standing ten miles.

Yet he failed to win the handicap in which he was competing. This excited the criticism that the handicappers were wrong in their judgment of the speed capabilities of the competitors. The race was won by the limit man, Temple being second.

Temple's records were as follows:—

Five miles (flying start), 104.31 miles an hour.

Ten miles (standing start), 101.15 miles an hour.

Temple covered a lap at 105 m.p.h., and it is likely that scrutiny of his times will show that he also beat the flying mile record.



Mr. F. Baker, winner of acceleration test (unlimited class) at the local motor trials.

## QUESTIONS & ANSWERS.

### "Scrutator" Replies to Queries.

["Scrutator" is prepared to answer questions relating to motoring. Queries should be addressed to him c/o *Hongkong Telegraph*. They should be sent in not later than Tuesday each week. Below will be found some questions and answers.]

O. W. B. writes: The hand of my ammeter doesn't move, when lights are switched on, and is apparently stuck on the charge side but the starter and lights work all right. Is there any harm in this condition and what about getting it repaired?

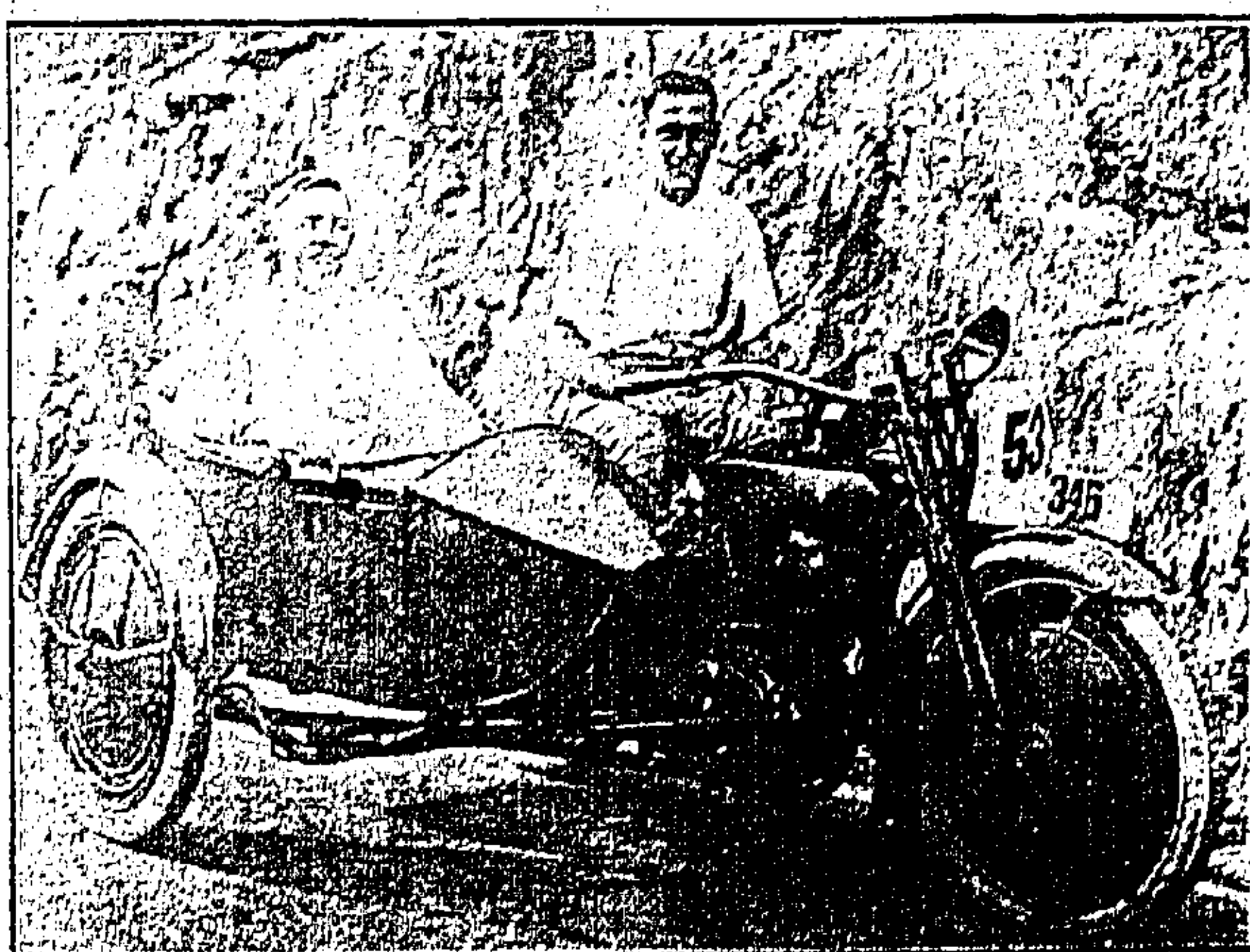
Answer: You had better send it back to the concern that made it and ask them to repair or to replace it, whichever would be the cheaper. You will find that it has two binding screws on the back of the instrument board, with one wire connected to one of these and probably two connected to the other. These three wires should be disconnected and then connected together firmly by wrapping a copper wire tightly around them and taping the join, making a note as to which terminal each wire was connected. You can then remove the ammeter by

loosening the bolts which hold it. There will be no harm in running the car without it, but you will, of course, not be able to tell whether the battery is being charged, except as you can infer this by the gravity of the liquid in its cells.

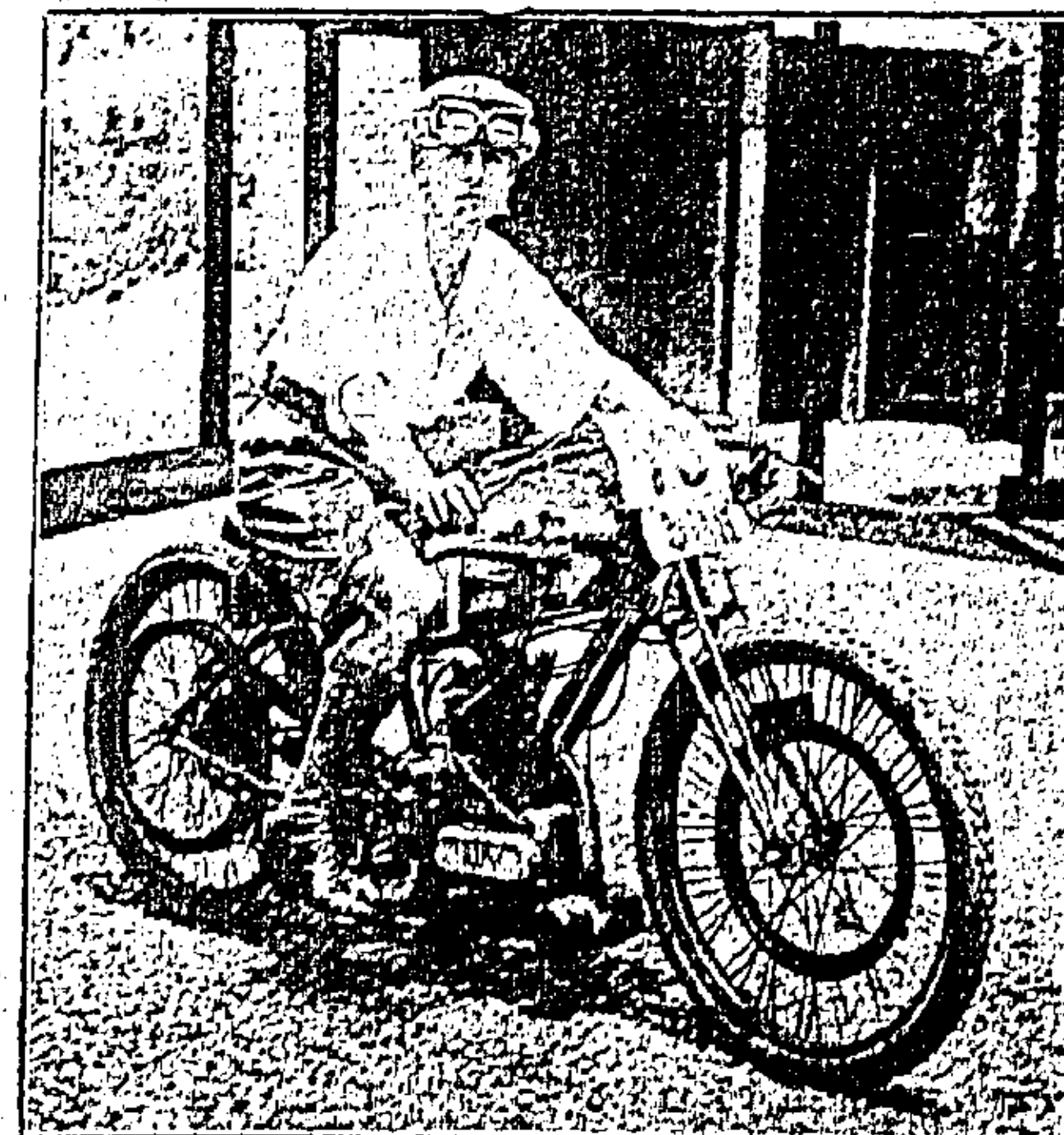
### Locating Air Leaks.

L. J. writes: My engine idles unevenly and misses quite a little when running slowly. One of my friends says that this is because extra air is sucked into the cylinders, where the parts are not tight, and that this makes the gas too thin to burn. How can I test and find if this is so, and locate the places where this air gets in?

Answer: If leaks around the valve stems are suspected, proceed as follows: With a valve-in-head engine, remove the valve cover, start the engine and, with a squirt can, run gasoline down each inlet valve stem. If this makes the engine fire regularly, there is air leakage around the stems. In the case of pocketed intake valves, remove the cover plate and wind a shroud of cotton waste around and through the lower ends of each valve spring. Start the engine and if soaking these pieces of waste with gasoline stops the missing, leakage is demonstrated. A piece of gasoline soaked waste held against suspected manifold and carburettor flanges will test out these possible leak points.

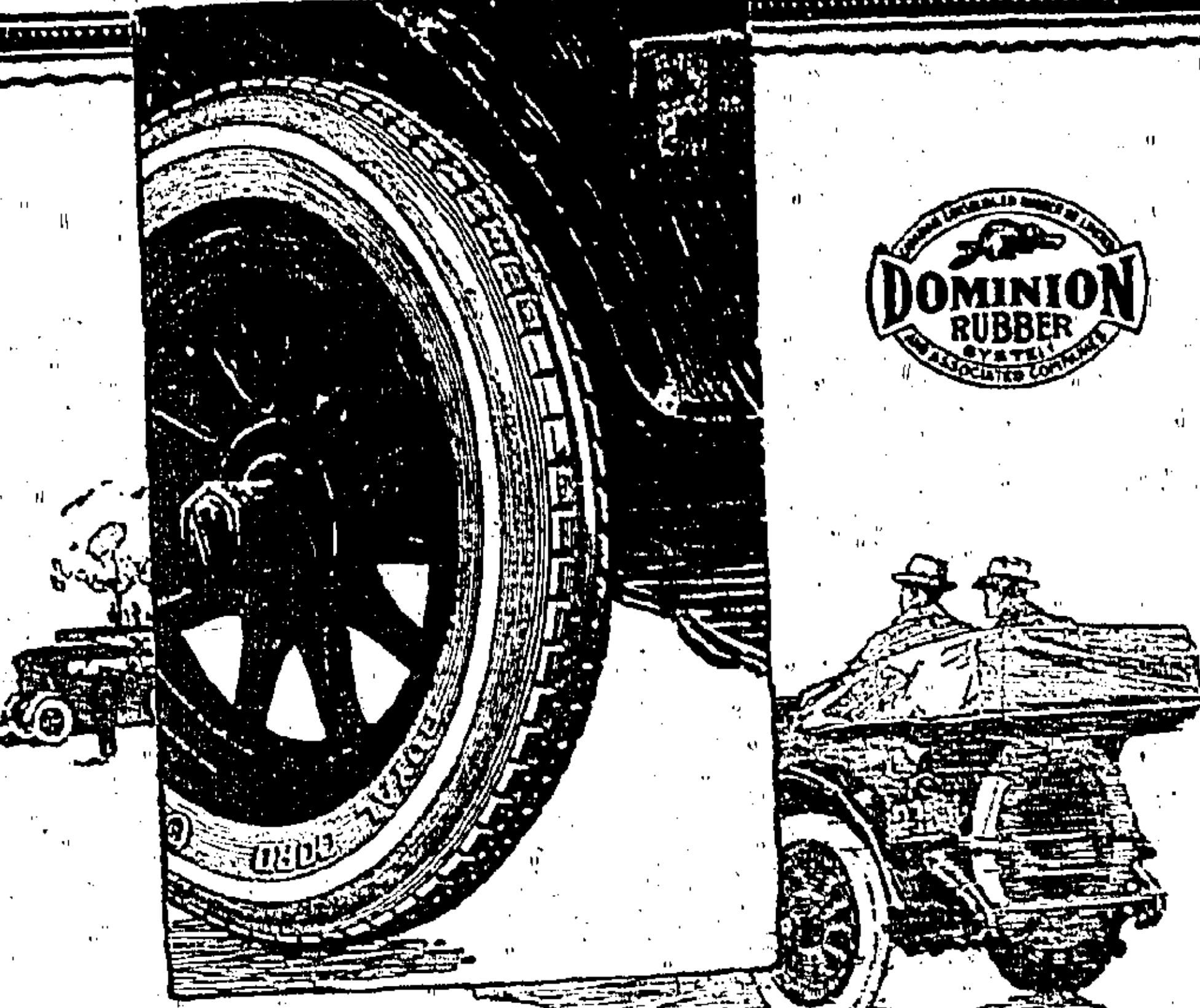


Mr. Gascon, winner of combination acceleration test.



Mr. D. Cayless who won the fastest hill climb event in the 550 c.c. Class.





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## NEW WORLD'S RECORDS

## Half-Mile at Over 124 Miles An Hour.

London, June 30—On Tuesday afternoon last Mr. J. G. Parry Thomas, designer and driver of the Leyland "Straight Eight" racing car, succeeded in creating six new records, two of which surpass anything that has previously been done by any car in the world. These are the five and ten-mile records, which were taken at the extraordinary speeds of 114.3 m.p.h. and 116.35 m.p.h. respectively. The car was that which has been driven in races at Brooklands by Mr. J. E. P. Howey and Mr. Thomas, and, apart from the body, is of genuine "standard" design.

Creating records of this nature demands two things. One is skilful handling by the driver, and the other is sturdy tyres. On a previous occasion when the Leyland set out to break these records a strong wind was blowing across the track, and meeting the car as it shot out from underneath the Members' Bridge, blew it almost broadside up the banking, chafing huge chunks of rubber off the tread and rendering the attempt futile. On Tuesday, although the weather was by no means calm, the wind was not so strong and the tyres stood up to their gruelling work.

After all preparations had been made and the timing-strips set across the track, Col. Lloyd, poring over the tape that comes from the electrical machine giving the times of the car over measured distance in much the same way as Stock Exchange news comes through on the tape, was informed that the ten-mile record would be attempted first. The car was soon in its stride, and some extraordinary figures for the half-mile were set up. It is interesting to notice that,

although it was not Mr. Thomas's intention to break the short-distance records during the "long" trip, he did actually do so, preferring to make up speed down the railway straight so as to slow down on the banking in order to save his tyres.

The ten-mile record taken, all four tyres were changed and the car set out to attack the five-mile and short-distance records. Going now full out all the time, the car lapped with wonderful regularity, shooting dizzily round the concrete saucer at over 120 m.p.h. on straight and banking alike. Curiously enough, the times for the half-mile were not so good as those which were registered during previous attempts; these, however, had been sufficient to create the necessary records in "G" class, which is for cars up to 7.734 c.c. The capacity of the Leyland engine is 7,266 c.c. and the new class records are:

|                                |               |
|--------------------------------|---------------|
| Half-mile (flying start) ..... | 124.64 m.p.h. |
| Kilometre .....                | 124 m.p.h.    |
| Five miles .....               | 123.29 m.p.h. |
| Two miles .....                | 119.96 m.p.h. |

All the old records in Class "G" were also held by the Leyland but the new figures represent a very considerable increase. The five-mile and ten-mile world's records respectively were previously held by K. Lee Guinness, on the 12-cylinder Sunbeam (116.75 m.p.h.) and Count L. Zborowski, eight cylinder Ballot (115.37 m.p.h.).

Accessories which helped in this achievement include Good-year tyres, K.L.G. plugs, Castrol oil, Redline petrol, Delco ignition, Hartford shock absorbers, and Hoffman ball bearings. Triplex goggles were used.

The Leyland will shortly attack the hour record, to obtain which it will have to cover over 107.95 miles in 60 mins. to beat the existing 13-year-old record. It is likely that twin rear tyres will be used during this attempt in order to guard against trouble on this score.

## THE MOTOR TRIALS.

## Some Impressions.

[BY "SCRUTATOR".]

From noon until 2 o'clock on Saturday last I was reminded of the earlier days of motoring, when I used to attend Hill Climbs and Competitions at Home, and when the time for starting the contests seemed as if it would never come.

The whirl of wheels, the roar of engines, the blue exhaust smoke, particularly that of the high-powered machines, seemed to betoken an eagerness to be off on the respective tests.

At the starting point for the acceleration tests a long line of motor cycles and cars showed how the motoring fraternity were interested, a tribute to the patience and skilful management of the Hon. Secretary, Mr. P. M. Hodgson. The competitors were soon sorted out and arranged in their competing order.

## Solo 550 c.c. Cycles.

The first rider to get away was Mr. Cayless on his Ivy two-stroke, and, had he made a better start, he would undoubtedly have won this event, his machine being the fastest across the line.

Mr. Saunders, on a Triumph, whose time was 13 seconds, won the event through his smart getaway, combined with perfect judgment in gear changing.

Nearly all the riders were non-plussed by having a "push-off" and this was particularly noticeable in the case of Mr. D. Runjahn in the unlimited class. I feel sure that his time would have been much better had the push not been given.

A push start requires a lot of practice both on the part of the rider and the individual pushing.

All the machines in the 550 c.c. class showed wonderful improvement in the construction of these light machines, and most of them were skilfully handled—in many cases by young riders.

## Unlimited Cycles.

In the unlimited class, Mr. Baker on an Indian Chief, and the late Mr. Burleigh on his Harley-Davidson put up a very excellent show. The rest were all too slow in starting.

## Cars.

It very much surprised me to see H.E. the Governor's car, driven by Mr. C.D. Lambert, win the acceleration event. The Crossley is a very heavy car (the weight as she ran being 3,800) and is only of 19.6 h.p. and a four-cylinder engine. Yet it beat cars of lighter weight and considerably greater h.p., the majority of them having six cylinders.

The tie for second place was very exceptional, three cars doing the distance in 16.1 seconds, an Oldsmobile four-cylinder, 21.7 h.p., weight 2,880 lbs.; a Buick six-cylinder, 3 h.p., weight 3,000 lbs.; and a Chandler Six, 29 4 h.p., weight 3,300 lbs.

## Combinations.

In the side-car class, Mr. Gascon, on a Harley-Davidson, showed he was master of his machine and that this was no first competition he had been in. His time was excellent. Mr. Smith, on the E. field, did very well to come in fifth, it not being generally known that the machine he was riding was damaged earlier in the day, the cushion drive being broken—this is a shock absorber to take up the drive gently from the engine—which made it difficult to drive the machine and effect gear changes, as the drive was violent and the engine had to take up its work with a jerk.

## Hill Climb Solo 550 C.C. Class.

I have nothing but praise for the way this event was run, and it certainly showed what the British light weight machines can do. Mr. Cayless won a fine race on his Ivy. Just after starting he nearly came to grief owing to one of his footrests snapping off through contact with the ground. He managed to snap the other one off by kicking it, in order to avoid possible mishap, and with skilful riding and thorough control, completed the course without any support for his feet, winning in fine style.

The A.J.S. 2 1/2 h.p. also did very well, and, I think, could have put up better time, but the rider was very cautious.

Mr. Saunders, on a Triumph, had hard luck to puncture the front tyre at the first corner,

## MOTOR-CYCLE TIPS.

## How to Tune a "Schebler" Carburettor.

[BY "NORTONIA".]

Before attempting anything in the nature of tuning the carburettor, all air leaks must be eliminated; otherwise it is hopeless attempting to adjust the carburettor. The places where the air leaks are likely to occur are as follows: A leaky spark plug body, past the spark plug gasket, the valve cap gaskets, the compression tap gaskets, or through the body of the tap, up the inlet valve guides past the washer between the carburettor and the induction pipe, or past the joints between the induction pipe and the cylinders.

The remedy is obvious in each case, but one thing to remember is as far as possible to get replacements from the agents of your machine. This particularly applies in the case of valve guides which have expanded so much that they have nipped the valve and ruined the stem. It is much better to buy a new inlet valve and guide complete, or, in some cases it is possible to get an oversize valve to fit a worn valve guide. The induction pipe joints should be made with gasket cement and, if there is still a leak, use asbestos string. Do not use gold size on threads or you will have great difficulty in loosening the nuts. It is now assumed that all air leaks are cured, so we will start on the carburettor.

First, carefully examine the leather air valve on the outside of the carburettor. See that it seats lightly, that its bearing against its seat all the way around its circumference and that there is not too much play between the bushing and its spindle.

Providing the engine will start and the machine can be run on the road there is absolutely no need to run the engine on the stand except for the slow speed adjustment. Take the machine on the road, and with spark very slightly retarded open the throttle to give a speed of about 15.20 m.p.h. Now adjust the milled headed nut on the left of the carburettor until the exhaust gives a clean crisp note.

Now advance the spark fully and open the throttle fully. If there is spitting back and popping in the carburettor, the gasoline supply must be increased. If there is a peculiar burbling sounds from the exhaust, the gasoline supply must be shut down. To increase the supply, turn the high speed adjusting pointer from No. 1 towards "o. 3" on the small scale just below the throttle wire connection.

If with the pointer at 3 the carburettor still spits and pops, screw out the centre screw of the auxiliary air valve (the leather valve on the outside of the carburettor) now heard in the exhaust, when it will be only necessary to open the high speed air valve in the side of the carburettor for the exhaust to regain its crisp, healthy note.

The machine is now ready for the slow speed adjustment. Put the machine on the stand and open the idling screw on the right side of the carburettor near the high speed air valve about two turns. Retard the spark almost fully. Now start the engine and entirely close the throttle. If the engine stops, screw in the screw holding the left end of the throttle roller track and try again. Experiment with these two screws until the engine runs with a slow ponderous "chug, chug" and there is no misfiring.

Bear in mind that when making any carburettor adjustment the engine must be warm; also that it is useless trying to adjust the carburettor if the magnet and plugs are not functioning satisfactorily; and there must be positively no air leaks.

[Next week's article will be on "How to Tune an Engine for Speed."]

but pluckily carried on and made third fastest time.

## Cycles: Unlimited Class.

This was a most unfortunate event, in which two accidents occurred, and I cannot understand why either of them took place. The first happened on a straight piece of road, and the other after the competitor had passed the three worst bends in perfect style, then running into the railings on a lightly curved part of the course.

Mr. Baker, on the Indian Chief, registered the fastest time of all,

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The late Mr. H.S. Burleigh.

## ENGINE NOISES.

## Mostly Due To Valves.

The commonest engine noises are valve clicks and claps, both of which may be detected by their rhythmic regularity of their occurrence. The reason for noisy valve operation is too great a clearance between the valve and its seat. In the case of overhead valves, too great a clearance between the lifter and the push rod will cause this trouble. The remedy is obviously the reduction of the clearance to the correct distance and this should be done while the engine is heated, in which condition the valves necessarily operate.

Occasionally noise in the valve mechanism is caused by the lifter being loose in its guide. To locate this trouble the entire lifter assembly will have to be removed. A worn lifter will have to be replaced, though in some cases the guides may be sprung slightly so that they will grip the lifter more tightly, and this eliminates the trouble.

Another possible location of noise is at the cam, between which and the follower there may be too much clearance. Replacing the worn parts will usually eliminate the trouble. Worn valve stems or guides may also cause noise, and the removal of the valve springs will enable one to locate noise at this point. There should be no side play of the stem in its guide and if this condition is found to exist, bushings should be fitted in the guide or a new valve with an oversize stem should be installed.

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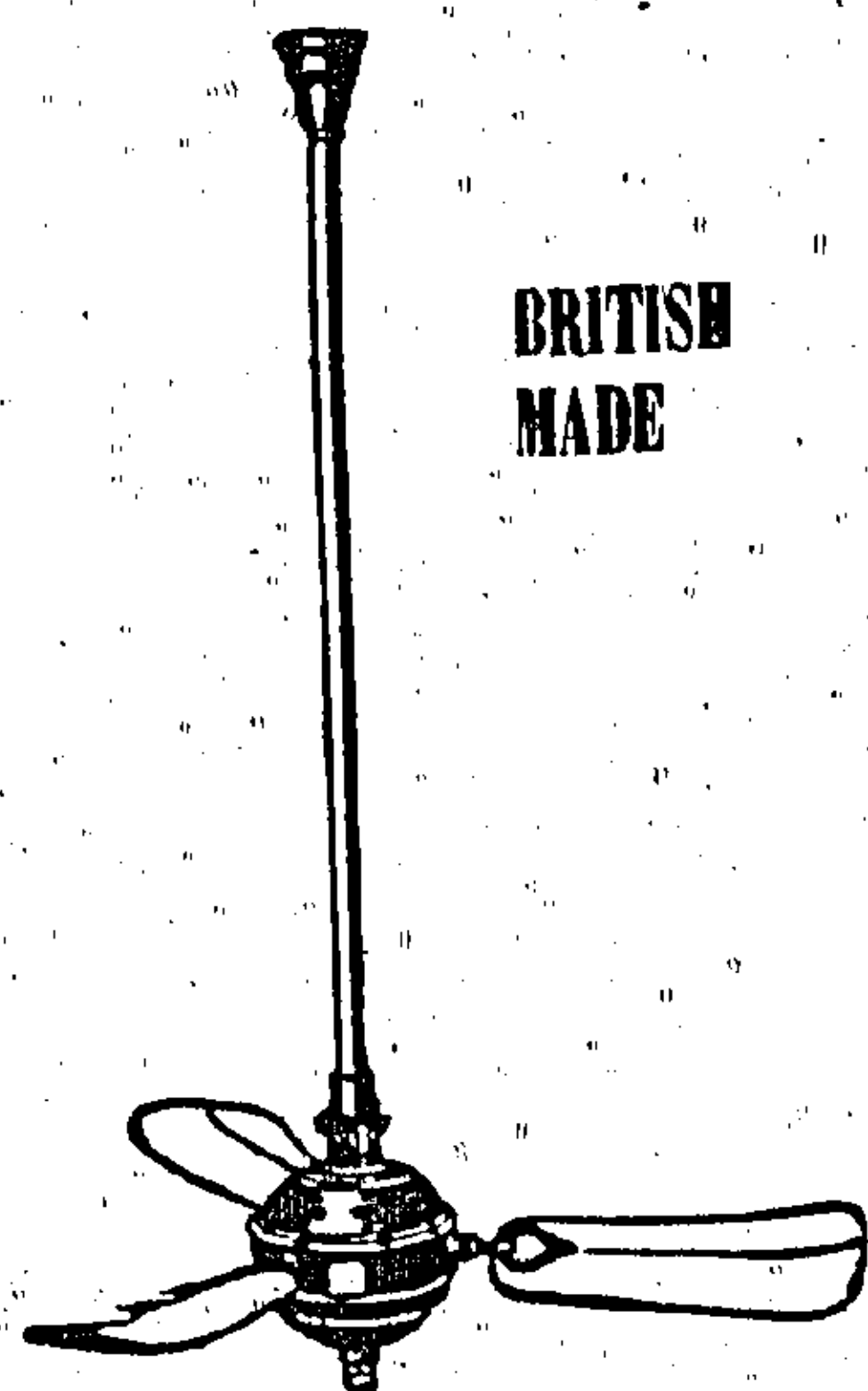
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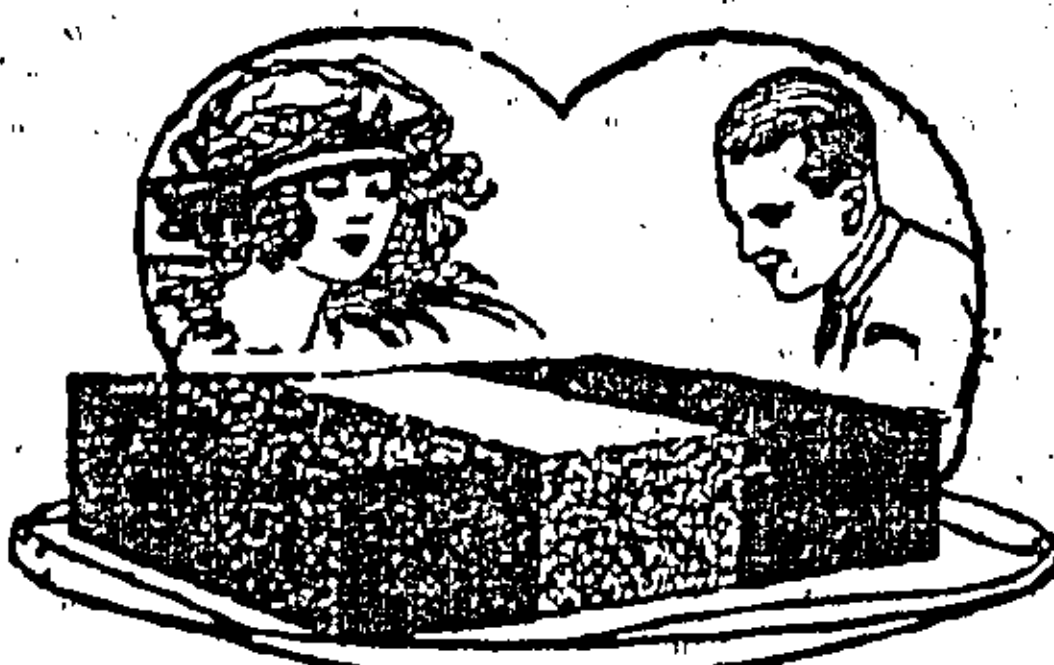
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**WIRELESS NOTES AND NEWS.****When the Committee Awakes.**

In view of the fact that in Hongkong, as at Home, a Committee is investigating wireless matters, the following article by the editor of *Popular Wireless Weekly* is of interest:—

Some eleven weeks ago we woke up one morning to read in the newspapers that a Broadcasting Committee had been appointed by Sir William Joynton Hicks, the then Postmaster-General. Since that particular morning we have awakened from slumber many times, and have scanned our morning papers in vain for any concrete evidence of the committee's activities.

Can it be that unlike we humble amateurs the members of the committee have gone to sleep, and have forgotten to wake up?

This is a terrible thought. Sleeping sickness is not unknown in this country, but as many of the committee's members are well-known public men, the hypothesis that all of them are emulating the late Rip Van Winkle is not tenable, and we are forced to consider the matter in a more prosaic if less scientifically interesting light.

Let us first of all glance at the activities which were supposed to have occupied this committee. According to Sir William Joynton Hicks, the Broadcast Committee was appointed to consider (1) broadcasting in general; (2) the validity of licences and contracts, granted and to be granted; (3) various uses of a broadcasting system; (4) restrictions on its ultimate (possible) development.

The above four items are the chief ones in the programme, although there are other minor "turns" in the repertoire.

This is not the time of the day to consider the selection of committee members made by Sir William Joynton Hicks. It is too late to remedy in any case; but what every sincere wireless man is concerned about is the verdict of this committee on the various problems they have been eleven weeks considering. Admittedly, the problems are not easy but that is no excuse for such an inconceivable delay in informing the public what progress has been made—if any. The persistent reticence shown by the committee forces one to the conclusion that they are not able to cope with the problems they have set out to solve. In which case let us thank them courteously for their efforts but request them, equally courteously, but more emphatically, to resign and hand over the task to a more competent committee.

The committee's silence is having a most serious effect on the wireless industry and the "listening-in" public; the absence of some signs of activity, the disgracefully inadequate Press reports of progress made, combined with the natural restiveness of amateurs who are anxious to get on with their experiments on the right side of the law—all combine to exercise a most depressing effect on what promised to be a new and healthy industry.

As Editor of this journal and of *Wireless Review and Science Weekly*, I am in a position to state that, from personal knowledge, the long-delayed verdict of the committee is having a most disastrous effect on the morale of thousands of prospective amateurs

—amateurs who are also prospective customers in wireless gear, and prospective applicants for licences. But until they know which way the wind is going to blow, or in other words, until they have read the verdict of the committee's deliberations, they are "sitting on the fence."

Consequently trade is bad; few fresh applications for licences are being received, and everyone is heartily tired of the whole farce. The remedy lies with the committee. It is "get busy or get out!"—which is terse but strictly to the point. The new industry created by the advent of broadcasting in this country is far too valuable to be jeopardised by a committee which takes eleven weeks to formulate a scheme which half a dozen practical members of the Radio Association and the Radio Society of Great Britain could have satisfactorily produced in half the period, and it is high time that amateurs in general, and the trade in particular, took concentrated action in the matter not only for the good of wireless broadcasting in this country, but as an indication of the affront which has been offered them by the obstinate silence of the committee and the generally unsatisfactory way in which their interests are apparently receiving consideration.

Therefore I strongly urge every amateur and every trader who has the interest of wireless broadcasting at heart to voice his dissatisfaction, and protest in a letter to the Postmaster-General, and to do so without delay at that.

**Wireless Worries.**

Mr. L. McMichael, Secretary of the Radio Society of Great Britain, writes as follows:—

Atmospherics is the term used in this country for natural electrical disturbances which are the greatest bane existent of practical wireless telegraphy and telephony, by reason of their interference with wireless signals, although to the student they are a point of interest. These electrical disturbances are known by several other names than atmospherics. For instance, in France they go under the name of "parasites," whilst in America they are invariably called "strays" or "statics," or "X's." They made themselves known by several descriptions of crashing, crackling, hissing, or spitting, and even cause incoming signals to be quite unintelligible.

Atmospherics are supposed to be due to electrical discharges and disturbances in the terrestrial atmosphere such as in thunderstorms and violent disturbances such as occur in the sun. It is found that they attain their greatest prevalence in parts of India, in the Tropics, and in South America, where sometimes long distance telephony is rendered impossible. In Europe they are not so objectionable, but are at their worst in the afternoon and after dark in the spring and summer months. Among the peculiarities attached to atmospherics there is the possible fact of their having some relation with the sun; for it is found that when the sun is farthest north the disturbances are increased enormously. This is especially noticeable on the Equator and the

**BASEBALL.****More Questions Answered.****QUESTIONS.**

One—If a ball game is temporarily suspended because of rain and it continues to fall for more than 30 minutes, is the umpire obliged to call the game?

Two—When two players going after a fly or ground ball collide, and neither is able to make the play, but both are seriously injured, when can the umpire suspend play to have the injured cared for?

Three—With runner on first batsman hits a fly ball to right field which the runner believes will be caught and he holds his base. The ball drops safe, but the right fielder forces the runners on first at second. Does the batter get a hit on such a play?

Four—If an infielder makes a perfect throw to first to get the batter, and has him easy, had not the first baseman dropped the ball, does the fielder making the throw get an assist?

**ANSWERS.**

One—That was once the rule but it has been changed, giving the umpire the right to wait any length of time before finally calling the game off or resuming play.

Two—Time shall not be called until, in the judgment of the umpire, no further play is possible.

Three—In no case shall a base hit be scored when a base runner is forced out on the play.

Four—The infielder gets an assist even if another player fails on the putout.

**WORK IT OUT.**

Have you ever thought how small sums of money grow at compound interest? asks a Home paper.

Do you know that if you were to save 6.1/2d. a day, about £10 a year, beginning at the age of 20, then at 50 you would be in possession of a very large sum of money? If a man saved only a penny a day during his working life, and invested it at 5 per cent, leaving the interest to accumulate, he would have a nest egg of several hundreds to provide for his old age.

Work it out for yourself! All waste must be wrong. Waste of money, waste of energy, waste of opportunity. Economy in all departments of life is essential.

No responsible person dissipates all his earnings any more than he dissipates his time.

Southern Hemisphere and ships in that part of the hemisphere find that the reception is sometimes interfered with more when travelling in one direction than if they completely reversed and travelled back in the direction from which they had come.

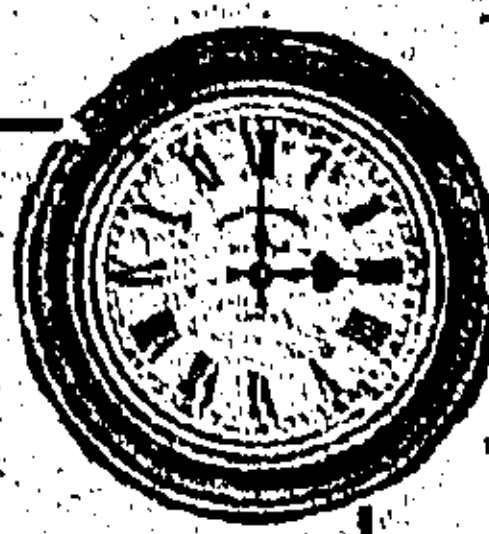
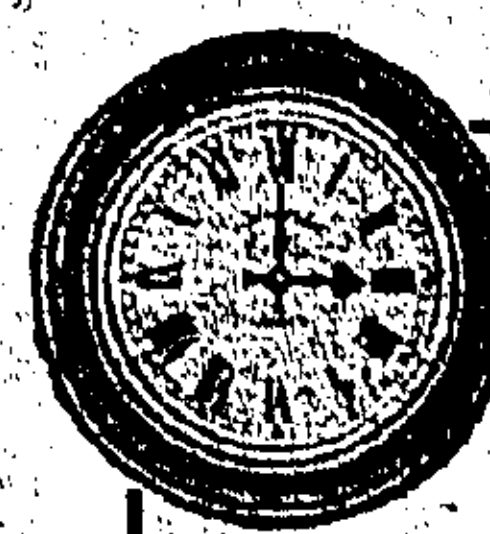
Another point of interest is the subject of "blind spots." It is found that there are certain spots in England, for instance, at a certain distance from a broadcasting station where reception is almost impossible. Yet ten, twenty, or even fifty miles farther away from the station, results are wonderful. For instance, places in the north like Leeds and Sheffield experience great difficulty in receiving Manchester broadcasting which is about 40 miles distant; but they receive London 200 miles distant none too badly. Again, the same places do not receive London in any degree as well as it is received in Aberdeen—in fact, it has been said that it is possible to receive London in Aberdeen on a crystal set. The causes are not exactly known, but it is said to be due to intervening mountains, or ranges of hills which have the effect of screening places at which it is required to receive broadcasting.

There is many miles from the earth's surface what is known as an "outer layer," the density of which will not admit of penetration by wireless waves. It is thought that the wireless waves radiated from a wireless station, when they reach this outer layer are reflected back to the earth again at a certain angle, and the possible cause for "blind spots" is that stations do not lie in a direct line with the reflected waves or perhaps a range of hills lies between, and so has the effect of screening.

There is sometimes much talk of "freak" reception, such as receiving America on a one-valve set. This, however, is quite possible, although rather incredible, especially if the reasons stated with regard to "blind spots" are in any degree true.

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ELECTRIC CLOCKS.



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System of Electrical  
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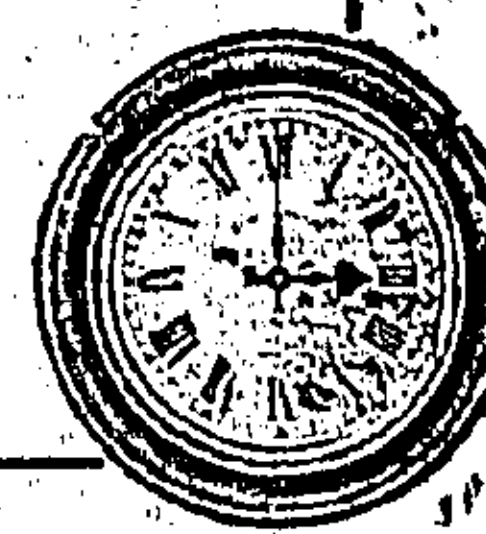
An Electrically-Driven Pendulum

which operates any number of Dials.

The Pendulum is combined with a simple switch so that both the time-keeping and switching functions are performed automatically and in an ideally perfect manner.

Each dial has only a "one-wheel" movement behind it, so that this simple mechanism secures uniform and accurate time-keeping without winding up or any other attention.

They are correct to within half a minute in six months. Let us quote you for complete installation.

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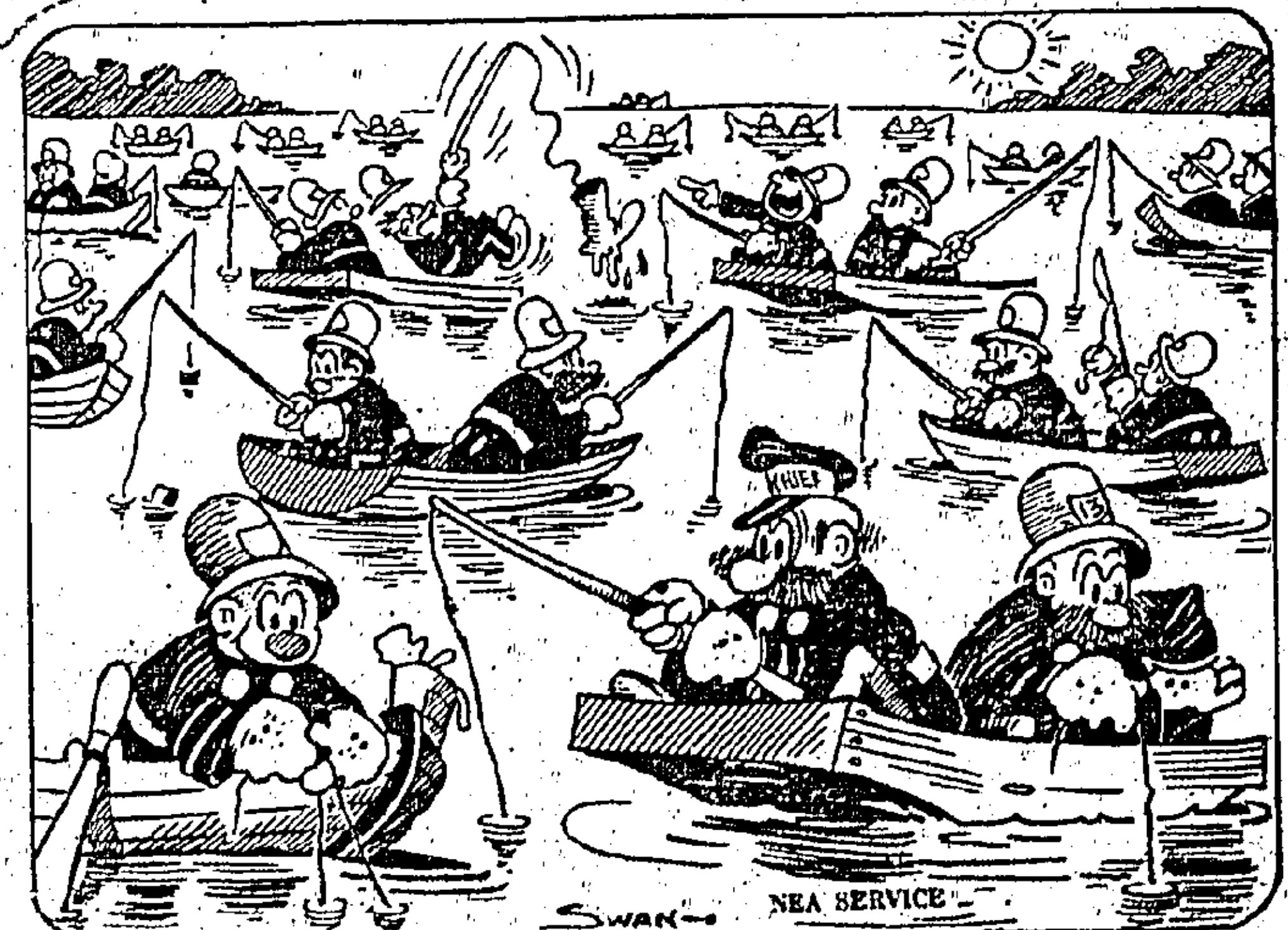
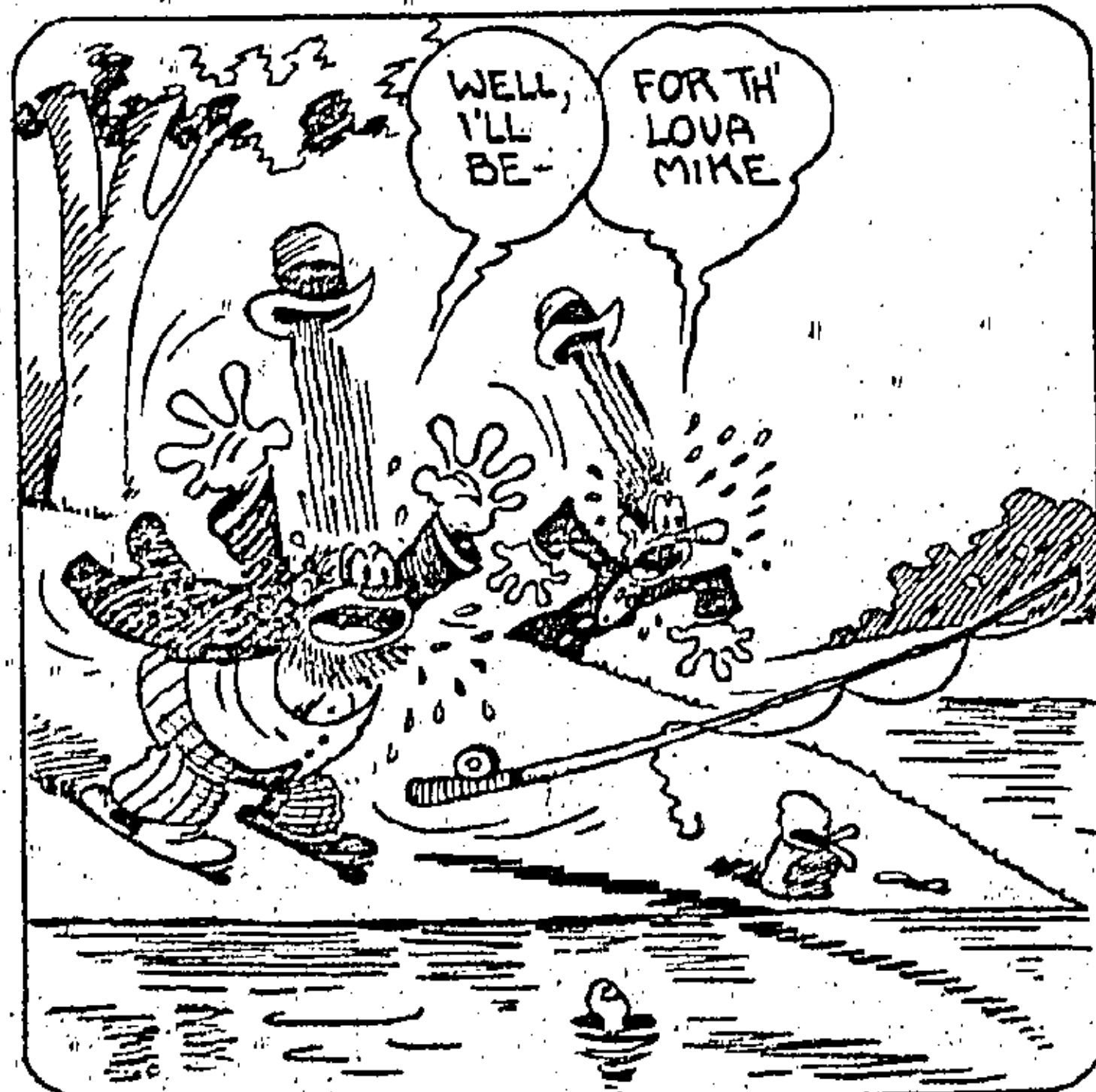
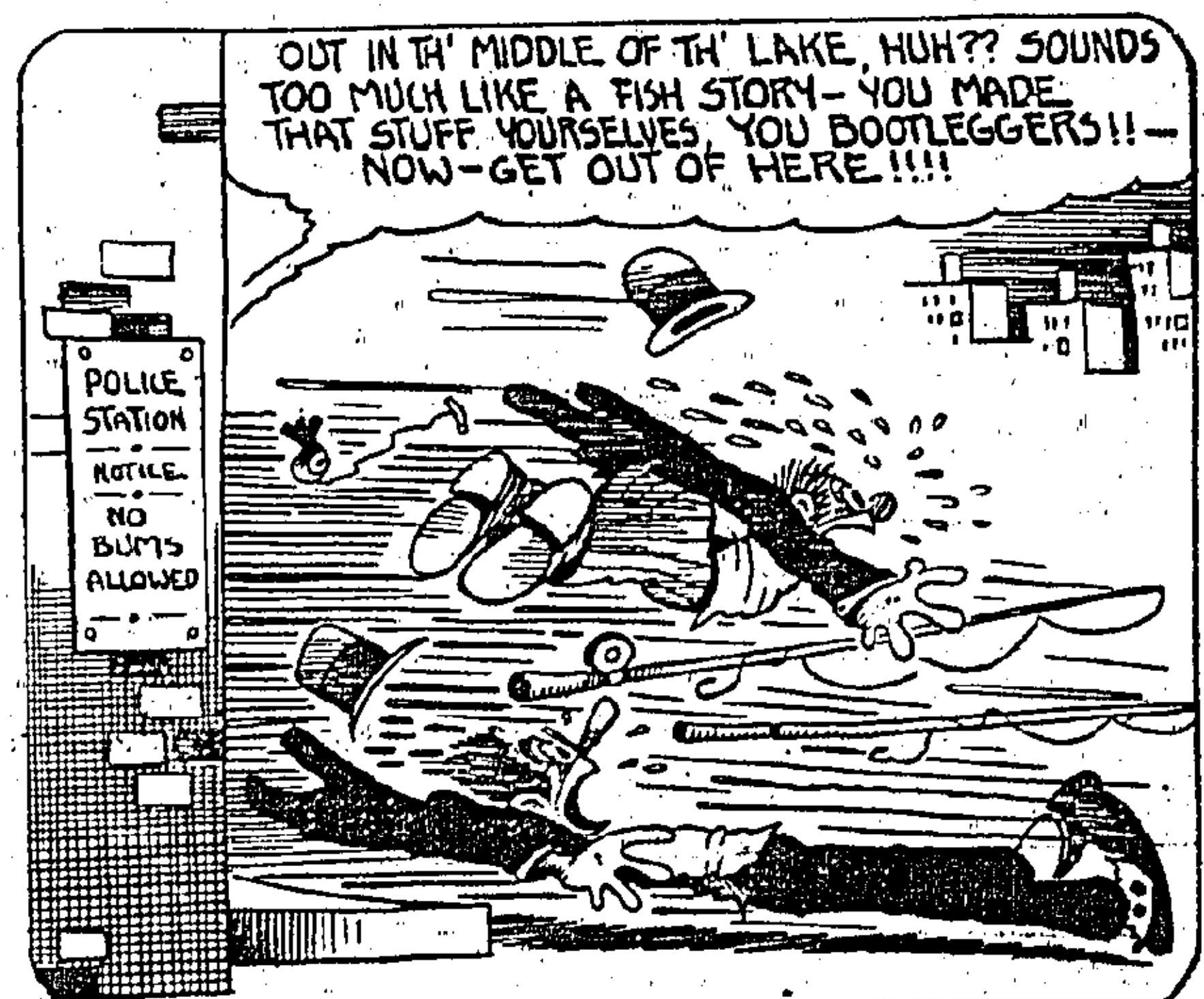
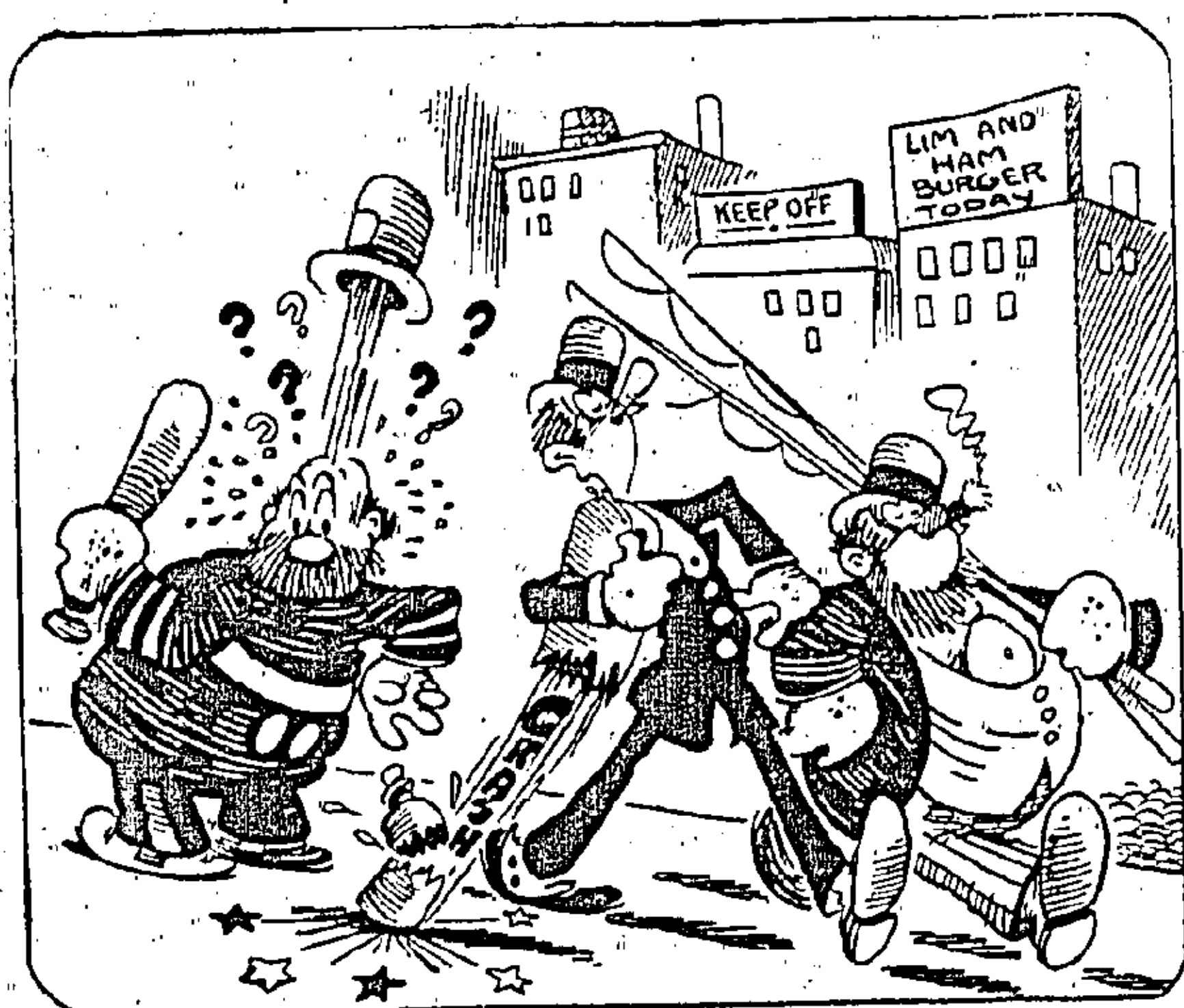
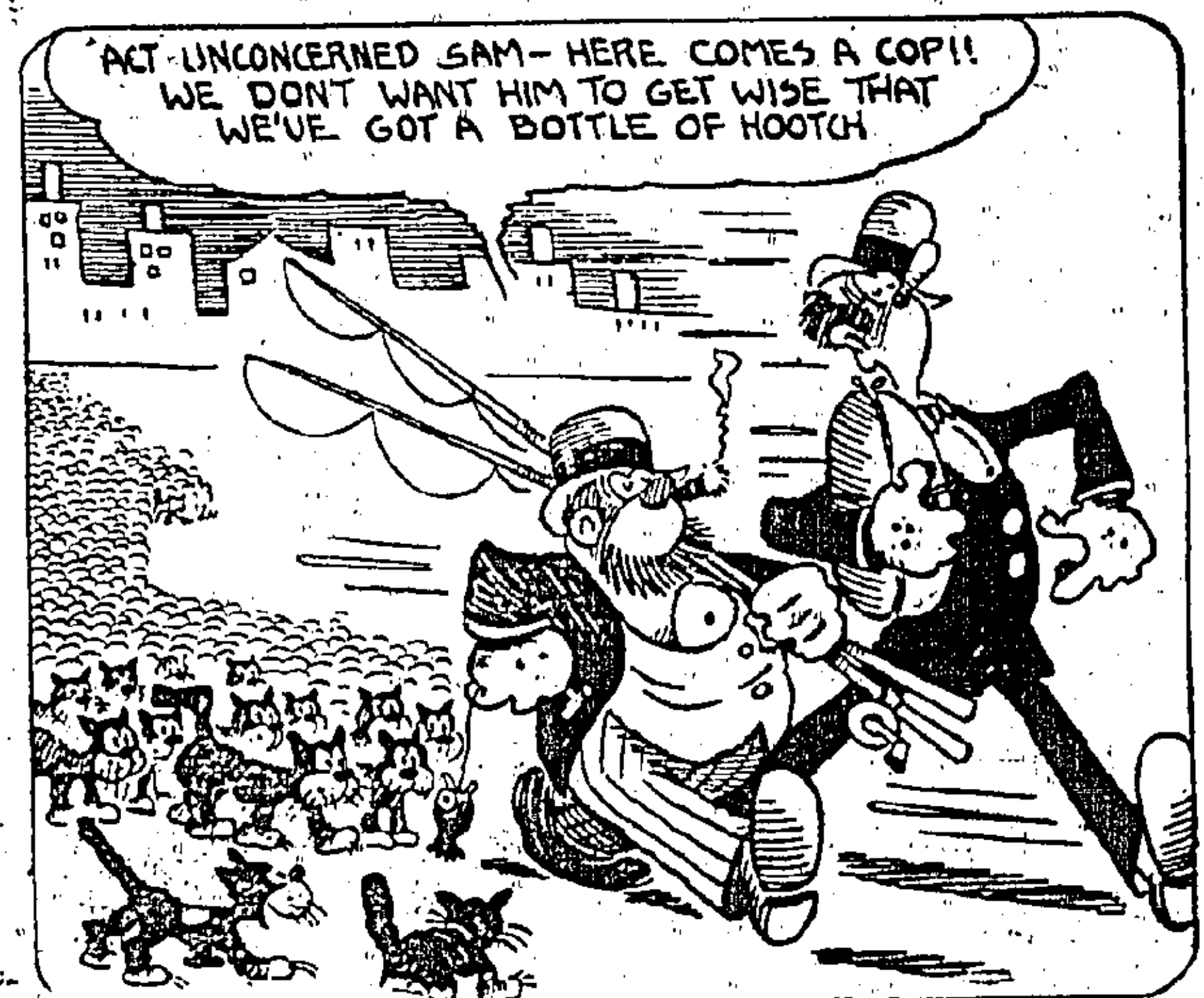
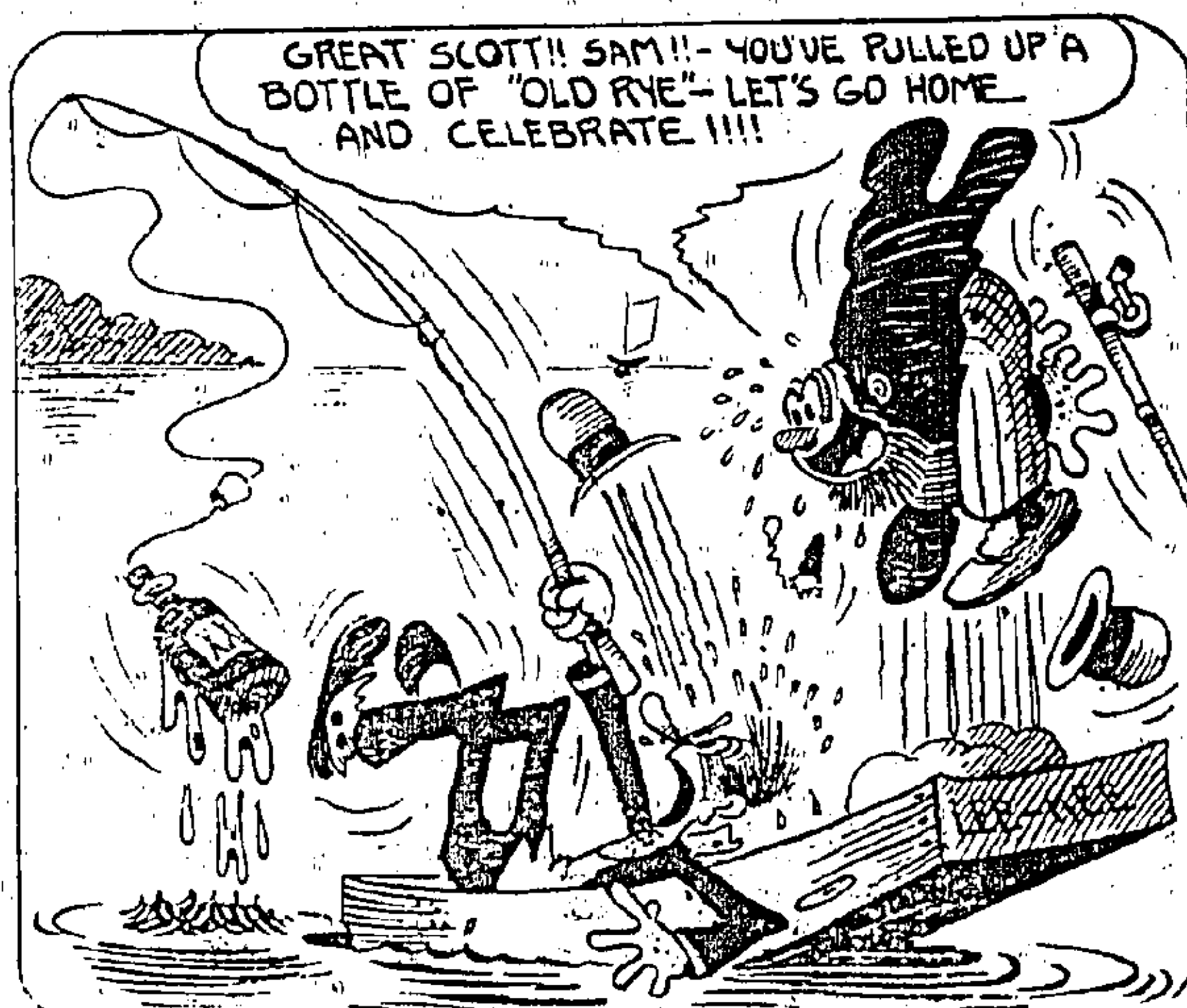
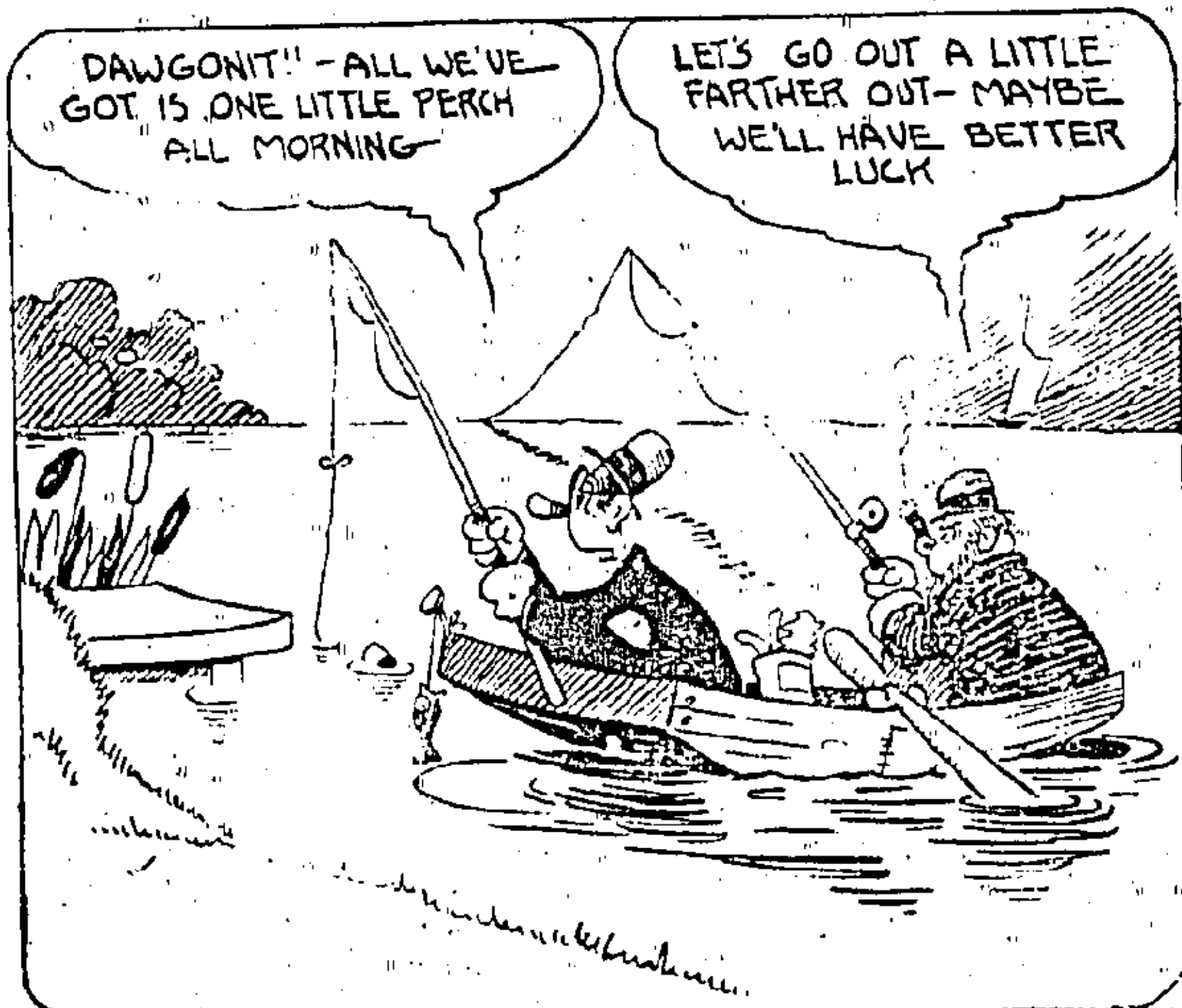
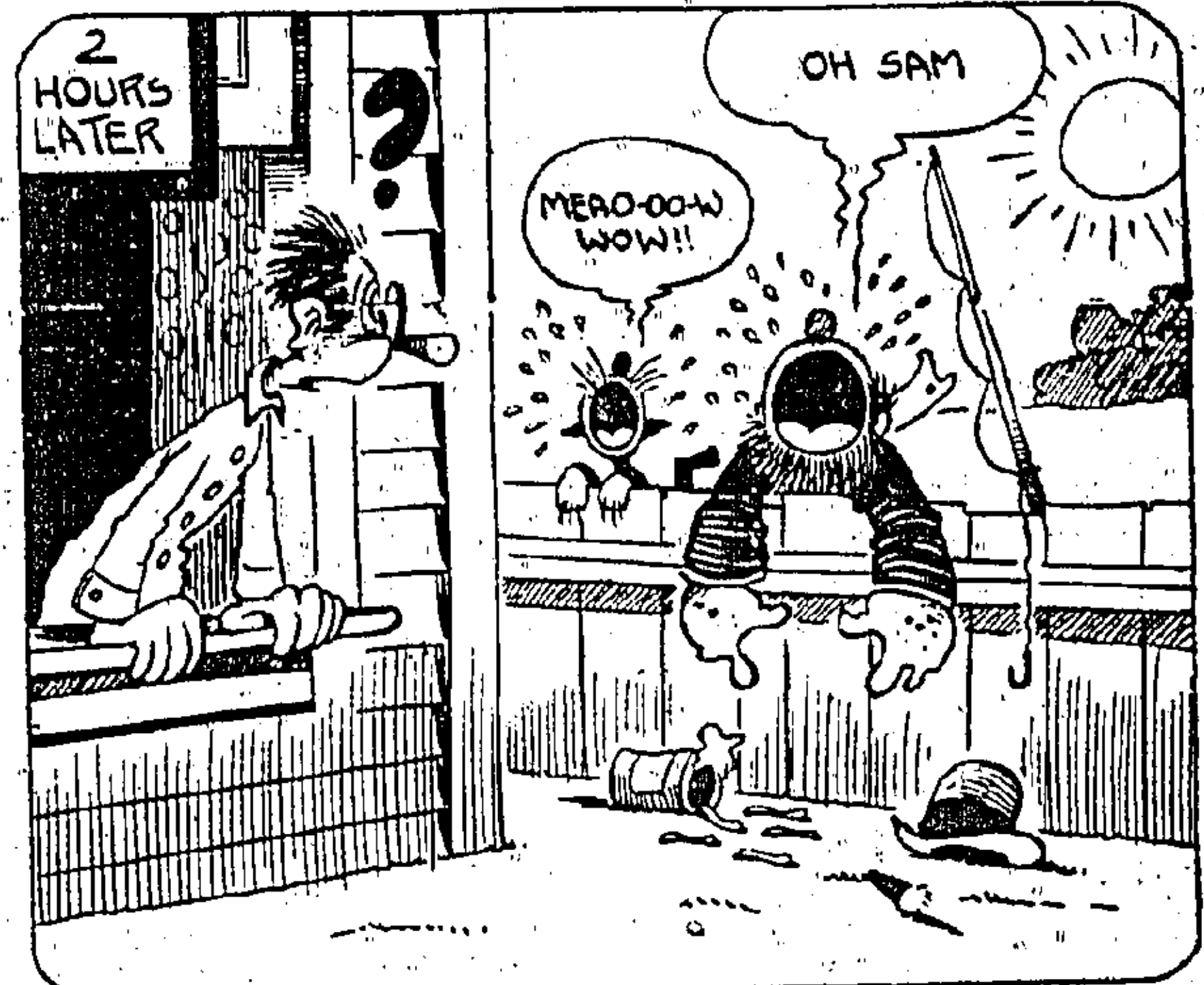
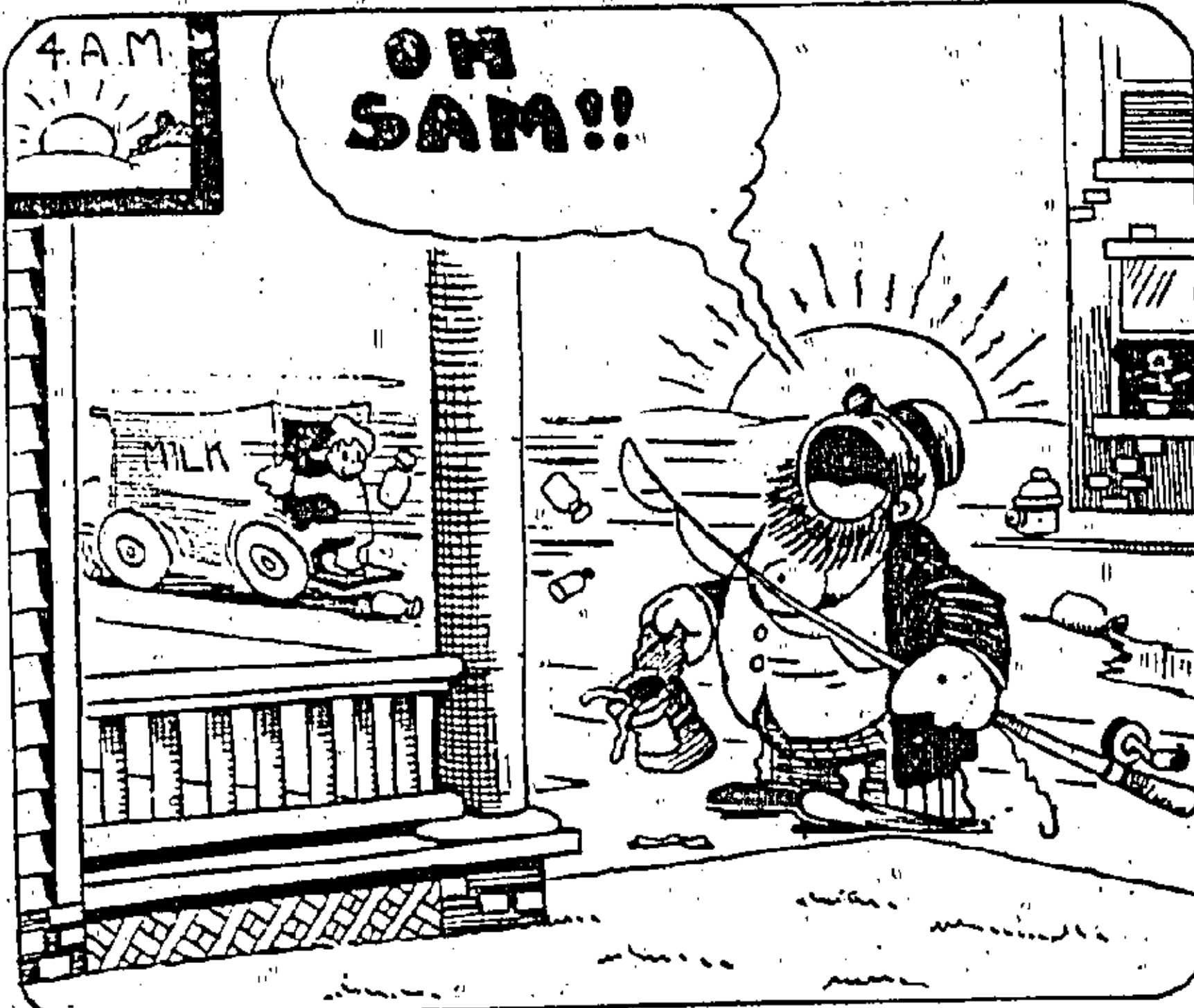
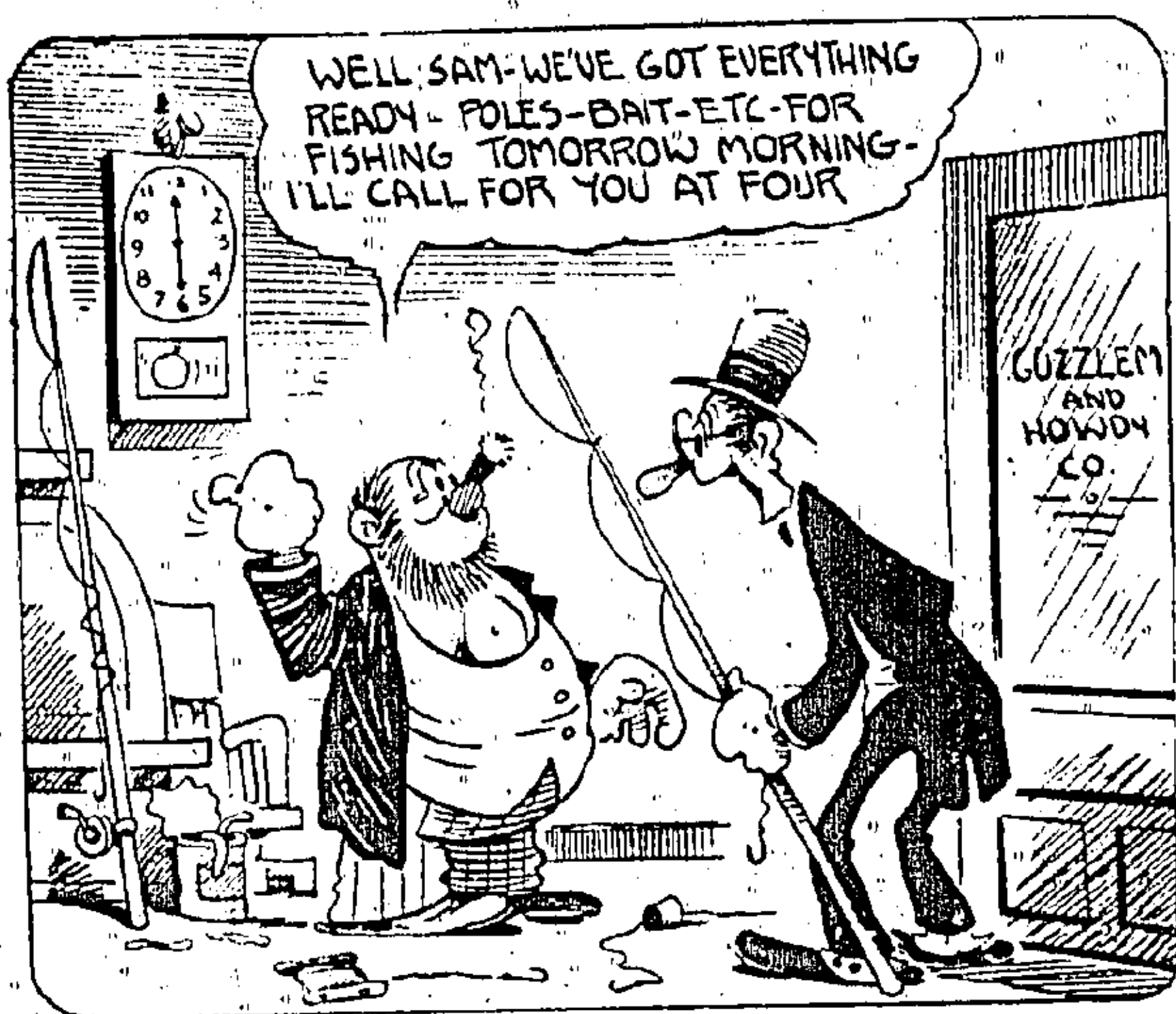
APPROVED AND ADOPTED BY THE HONGKONG FIRE BRIGADE

FULL PARTICULARS FROM:—

**THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.**2, QUEEN'S BUILDINGS  
Tel. Central 238**THE HUMAN ZOO**Copyright 1923 by  
Fulton Lodge Co.

To Comic Artist—"Where the devil do you get these queer faces for your drawings?"







## BRITISH MOTOR NOTES.

Specially Written by the R.A.C. Correspondent.

Some of the local motor clubs in Great Britain are not pleased with the decision of the Royal Automobile Club to apply its closed and open competition rules to all approved meetings. This decision is, however, unquestionably correct and necessary, as is borne out by the fact that the Society of Motor Manufacturers and Traders has given it its wholehearted endorsement. The Society will only approve individual performances carried out under the observation of the Club and a joint Committee of the two has been set up to consider matters arising in connection with official and unofficial trials. The Society goes so far as to regard the direct or indirect support by manufacturers of any meeting not held under Club regulations as a breach of the Society's Bond. Manufacturers are not permitted to advertise the results of such competitions, to contribute to prize funds, or to participate in any way.

The whole of this action by the Club and Society is due to determination to keep the organisation of motor competitions and races absolutely clean and satisfactory.

Permits have been issued from the Club for a large number of important meetings during the present season. These include among open events the Blackpool Motor Races on June 16th, the Saltburn Speed trials on the same date, and the Portbawling Speed Trials June 9th to 30th. Among closed events under R.A.C. regulations will be the London to Manchester Reliability Trial on June 9th, the Southampton to Exeter Reliability Trial on September 8th and the Brooklands 209 Miles Race on October 13th. Numerous other applications for permits are under consideration.

## Individual Trials.

Among recent individual trials completed under Club supervision, perhaps the most interesting has been that of a 10.33 h.p. Talbot car. This is essentially a light car having an engine with a cubic capacity of only 1,047 c.c. and a total weight unladen of 1,777 lbs. including the open 4-seated body. The object was to demonstrate the fuel, oil and water consumption, type wear and general reliability over 5,000 miles of road. The distance was covered over the Club's standard routes, which are by no means easy, so there was no question of the manufacturer selecting particularly favourable roads. The trial was run at an average speed of about 20 miles an hour. The fuel consumption worked out at the excellent figure of 43.39 miles per gallon and oil consumption at 1.314 miles per gallon.

About three gallons of water were put into the radiator during the trial to maintain the original level. Cord tyres with rubber treads were fitted. Three of these travelled the whole and the fourth only failed to do so, owing to a puncture. In addition to the usual replenishments the only work done to the car was the following. At 67 miles the ignition control rod became detached and was replaced in five minutes; towards the end of the trial the auxiliary jet of the carburettor got choked and was cleaned in seven minutes, while a little later half a minute was spent in adjusting a foot brake.

This trial certainly affords conclusive evidence of the ability of a good light car to travel distances on average roads with a full load of four passengers at very low cost to its owner and with practically perfect freedom from trouble on the way.

## Reputation Based on Results.

The anxiety of British motor manufacturers to ensure that all races and trials are conducted with absolute impartiality can be readily understood when one remembers to what an extent these events have, been the means of building up great reputations. For example, the present position of the Sunbeam car is largely due to its makers' successful racing programme. The manufacturer learns from racing and severe organised trials much which cannot be taught in any other way. The racing car operates under extreme conditions. The engine has to develop full power for hours at a time, brakes must on occasion

be suddenly and forcibly applied, the chassis and transmission are subjected to violent shocks, and the efficiency of the suspension is tested.

Another great reputation based largely on races and trials is that of the Napier and this applies equally to the cars and to the engines of that name. That the Napier "Lion" is now the best known aero engine in the world is due to its notable successes in big organised events.

Equally, if we turn to the motor cycle, we can see that the reputation of, say, the A.J.S. is largely based on the consistent success of this machine in the Tourist Trophy and other races, while the fact that British J.A.P. engines are now being fitted to a number of well-known motor cycles of foreign make can be attributed to the outstanding success of that engine on British machines on the track and on the road.

To take a single recent example of the influence of speed tests on demand, mention may be made of a race held at Tokyo before a large crowd. Over 100 competitors took part and the four machines left to participate in the final were three big foreign motor cycles of 16 to 22 h.p. and a little single cylinder 3 h.p. Triumph. The last named proved to be the winner and one can hardly imagine a more effective advertisement of this particular machine and of British industry generally in Japan.

Without quoting further examples, the general principle is clear. Manufacturers and their representatives must everywhere co-operate with the governing Automobile Clubs to ensure that reputations are not dishonestly inflated by reason of the inefficient or corrupt organisation of races and trials, the results of which must seriously mislead the motoring and motor cycling public.

## Import Duties on Motors.

One or two countries that have recently revised their system of taxation of imports have decided to follow the lead of those who already tax imported motor vehicles on weight instead of by declared value. The Association of British Motor Manufacturers has for some time past strongly advocated the former basis and its principles have been endorsed by the manufacturers' organisations of many other countries. Taxation by weight has many advantages. In particular, anything in the nature of a false declaration would almost certainly be detected. Further, the revenue derived is not affected by any change in the value of the currency of other countries. Also, when once the weight of a certain type and make of chassis has been determined, the figure remains constant until the type is changed, whereas the price may fluctuate frequently, throwing far more work on the Customs authorities. Taxation by weight has worked well in a number of countries that have used the system for some time past and it would be advantageous if it could be unanimously adopted as a basis of taxation for motors imported into all countries.

## British Motor Cycle Exports.

It is very satisfactory to learn that the export of British motor cycles is substantially increasing. In April 1921, 1,160 machines were exported and this figure has not since then been approached until now, the highest exportation of any subsequent month in 1921 or any month in 1922 being 864. Improvement began to be noticeable at the commencement of 1923. In January 941 machines went out and the rate was maintained in February. In March of this year the number went up to 1,113 and it is hoped that this figure will presently be considerably exceeded.

Overseas motor cyclists should note that the International Show organised by the British Cycle and Motor Cycle Manufacturers Union will be open at Olympia from the 15th to the 20th of October inclusive. His Majesty the King has graciously consented to give his patronage to the Show, which is generally regarded as by far the most representative exhibition of the kind held in any part of the world.



A group near the starting point.

## MOTOR MISHAPS.

## Views of a Motorist.

[BY "THROTTLE"]

Having ridden in many Hill Climbs and Acceleration Tests, I should like to congratulate the Committee and its helpers on the way the first trials ever held in Hongkong were run last Saturday. The organisation was not perfect, perhaps, but bearing in mind the fact that the Meeting was the first venture of its kind locally and that until the first unfortunate accident everything went swimmingly, I think the whole contests reflect great credit on the organisers.

The riding and driving throughout was of an extraordinarily high standard when one considers that previous to the commencement of practising for these events most of the riders had no experience either of acceleration or hill-climbing competitions.

At the start, everything seemed favourable—a glorious day, too hot perhaps for those who had not the forethought to bring umbrellas or parasols; and the event went with a swing, which "swing still swung" up to the commencement of the Hill Climb for heavyweight solo machines. The hill, provided ordinary care and judgment were used, was perfectly safe—far more so, in fact, than many a game of polo or football. In polo, one can easily get hit by someone else, whilst in football one can get

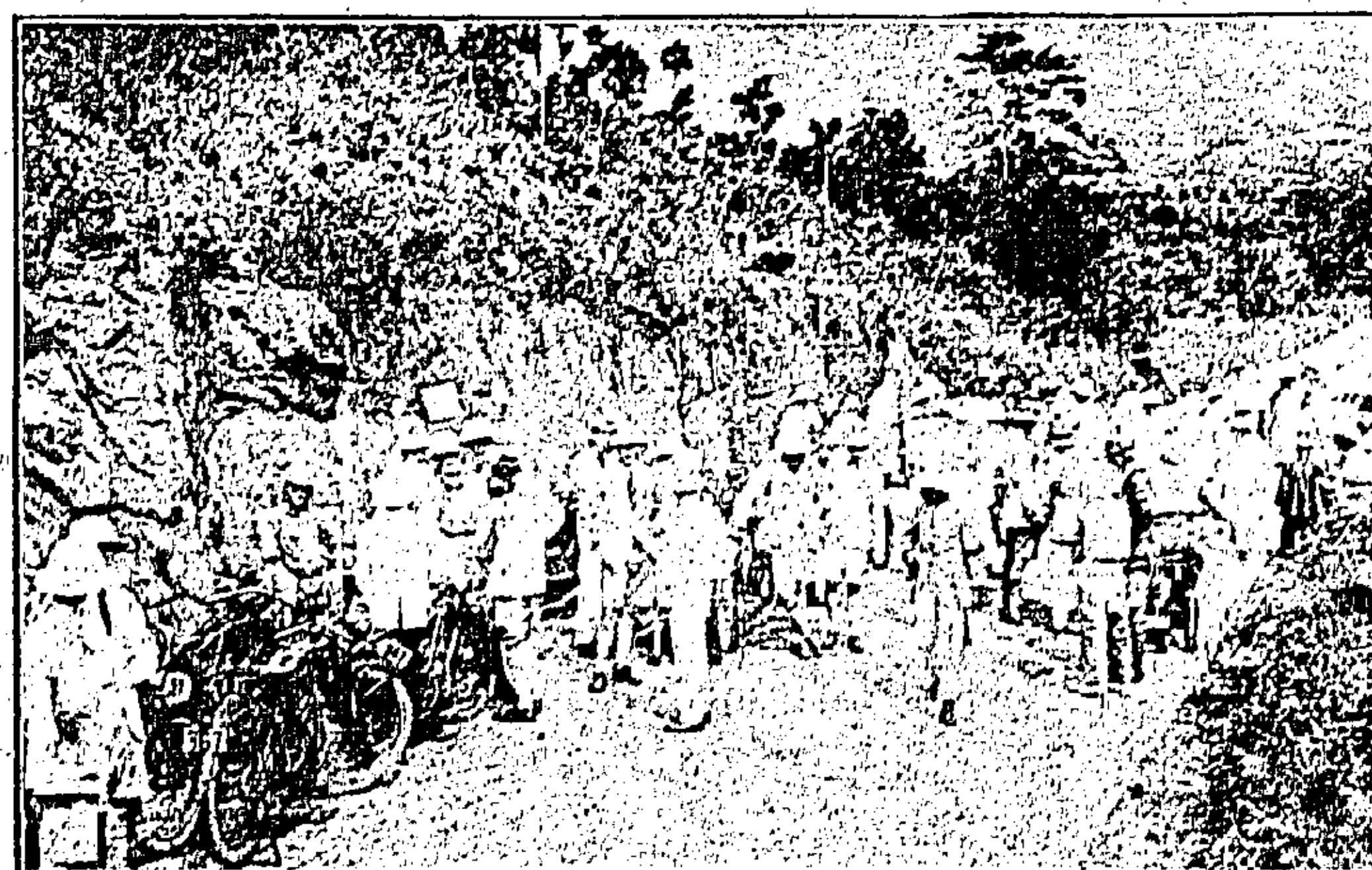
one's leg broken by another player—and, as far as I know, the game is not stopped because of accidents—whereas in this sport it is entirely up to one's self. Obviously, if a man is not accustomed to speed, he should not attempt it.

In my opinion, the cause of the first accident was a sense of light-headedness resulting in a momentary loss of control. I have spoken to men before who have told me that they have experienced this sort of thing. The cause of the second mishap was, undoubtedly, an error of judgment on the part of the competitor. In his anxiety to make the fastest time, it seems possible that he forgot the axiom "Only travel as fast as your ability as a rider will allow you; not as fast as your machine will carry you." The other competitors remembered that, with the result that their climbs were no more dangerous than an ordinary joy-ride. That the risk, provided the machine was properly handled, was nil was proved by the fact that some competitors climbed at nearly 60 m.p.h. and were perfectly safe the whole time. Over more difficult courses at home, riders have averaged over 70 m.p.h., and some of these riders have never been on a course before.

I cannot bring myself to think that we should condemn or abandon these types of trials because of most unfortunate accidents. Of course, it would be safer still to select a straighter hill with a steeper gradient and have a standing start. That would rule out the personal element to a great extent and be a greater test of the actual machine.



The late Mr. H.J. Hooper passing Tsin Wan Village.



A group of officials and competitors.

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WHEN NEXT YOU NEED A TYRE  
FIT A **DUNLOP GORD.**  
AND BE SATISFIED

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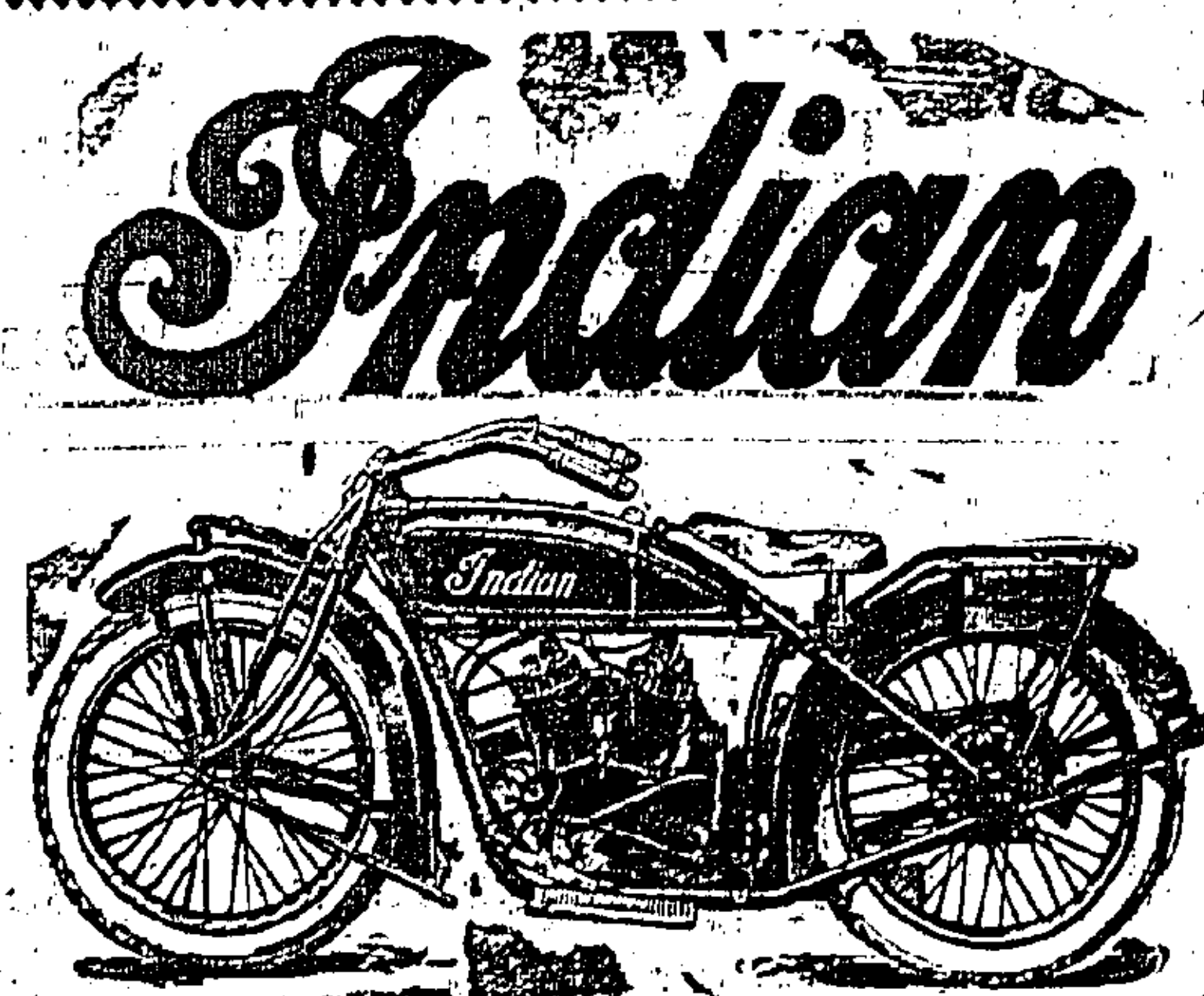
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The DRAGON MOTOR CAR Co., Ltd. DISTRIBUTORS.



## COUNT THEM ON THE ROADS

At the Hongkong Motor Trials on Saturday 25th August, 1923, Mr. F. Baker riding a 1923 model.

## INDIAN CHIEF

Won the Acceleration Test for Solo motorcycles, unlimited class, in 12.3 seconds and made best time in the unfinished Hill Climb for Solo motorcycles, unlimited class, in 1 min 35.2

BOOK NOW FOR NEXT SHIPMENT  
SOLE AGENTS

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BANK OF CHINA BUILDING, DUDELL STREET.



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### THE HONGKONG HOTEL GARAGE

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**Small Car 4-Passenger**  
\$4.00 per hour

**Large Car 6-Passenger**  
\$6.00 per hour

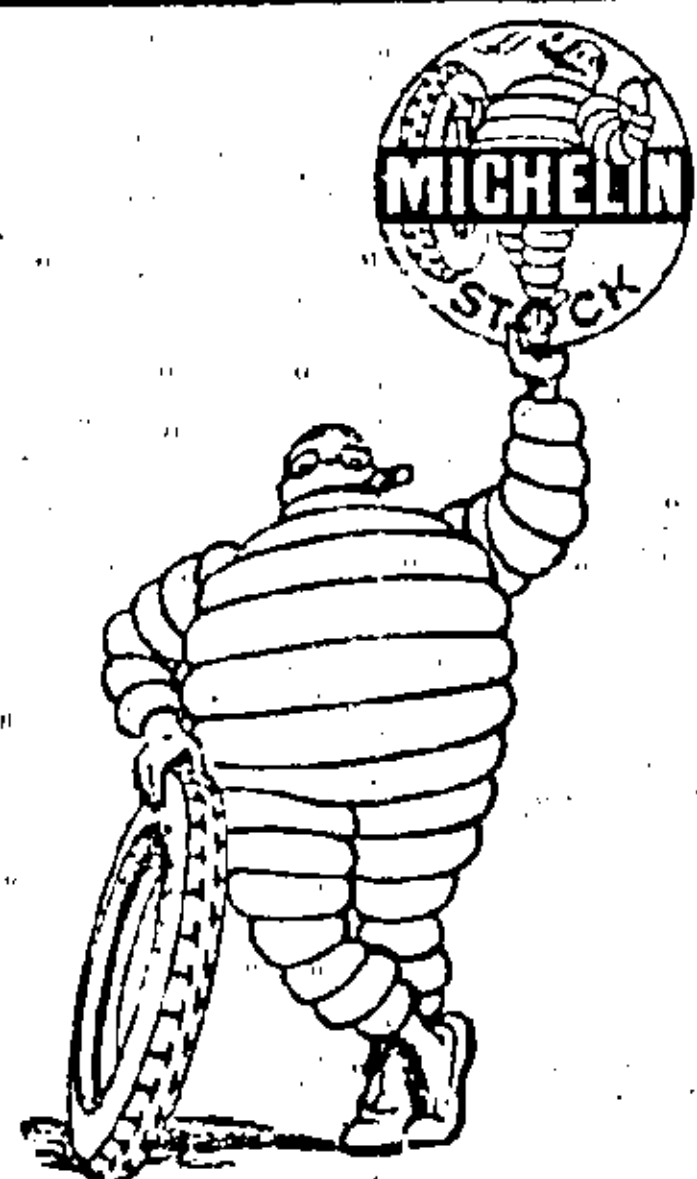
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FOR HONGKONG. PHONE, C. 32.

FOR KOWLOON. PHONE, K. 347.

THE HONGKONG HOTEL CO., LTD.



## THE MICHELIN "CABLE" CONSTRUCTION

Increases the mileage of  
the tyre and improves the  
running of the Car

AGENTS—

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50, 52, Queen's Rd. Central.



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## MR. CAR OWNER!

Why not send us those  
LAMPS, FITTINGS, etc. from  
your car and let us make  
them like new?

**THE ELECTRICAL DEPARTMENT**

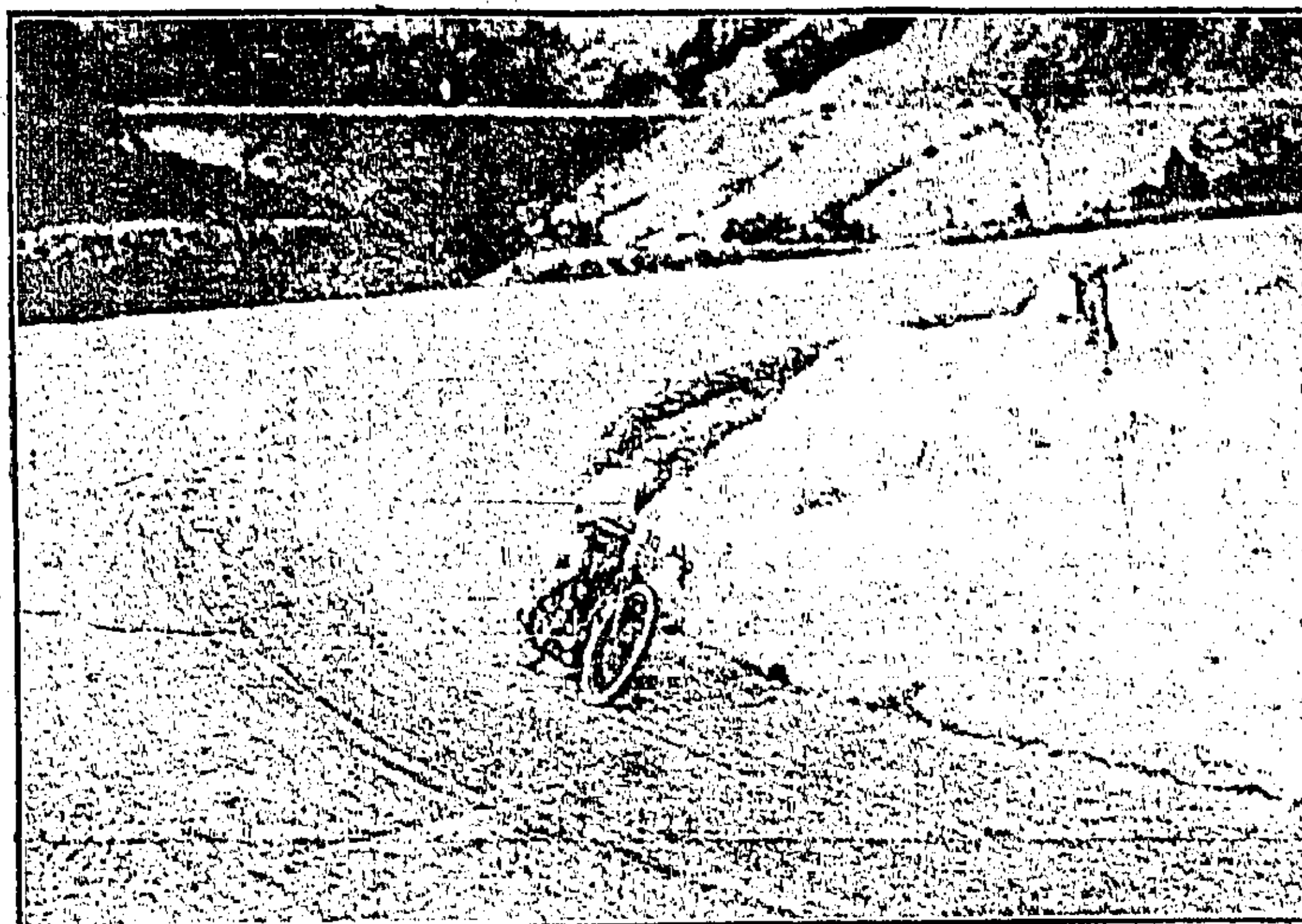
(OF THE HONGKONG HOTEL CO., LTD.)

**EXPERTS IN PLATING**

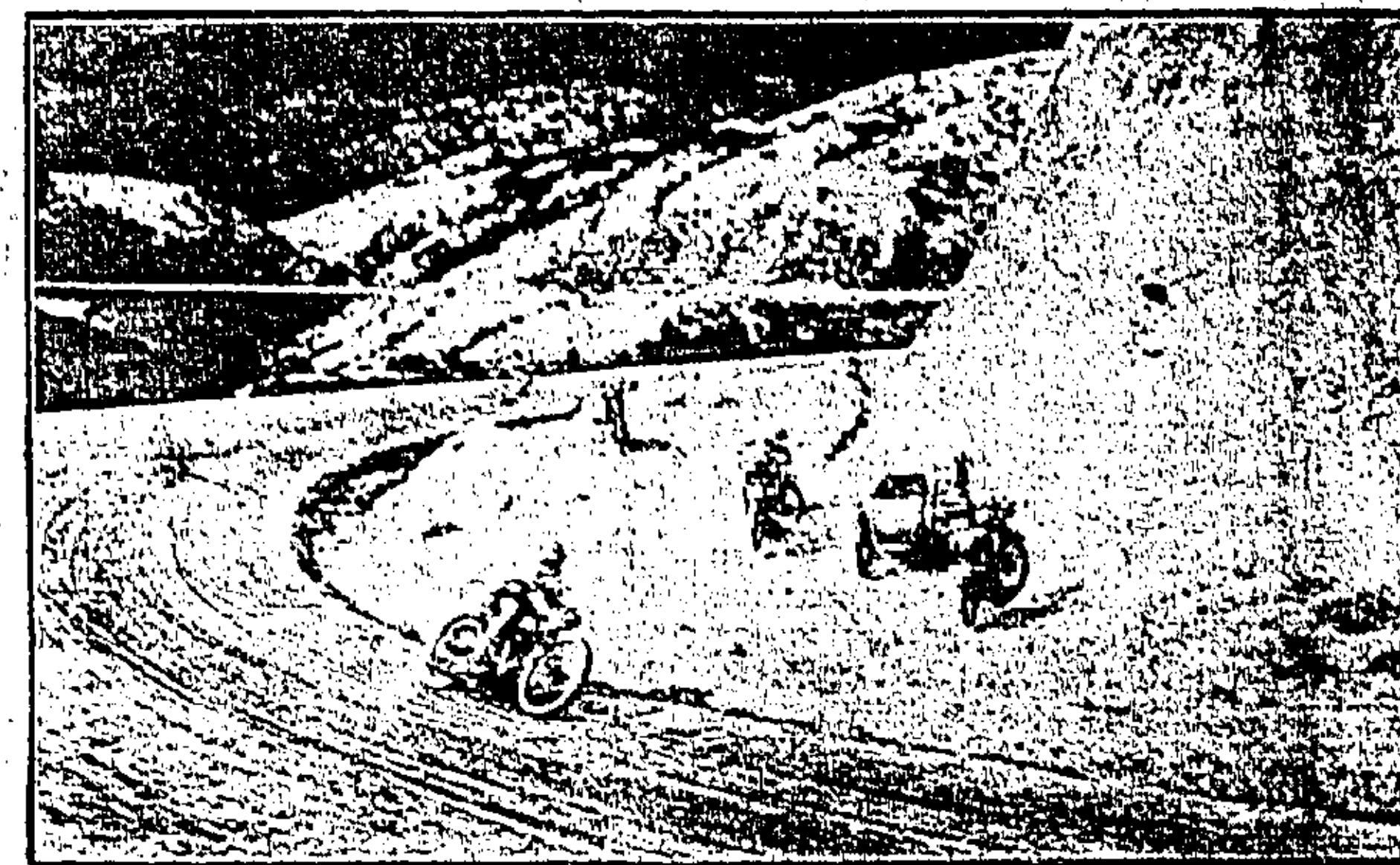
### NOTICE TO ADVERTISERS.

Firms desiring to avail themselves of the publicity facilities presented through this supplement, are requested to send copy not later than the Wednesday preceding publication.

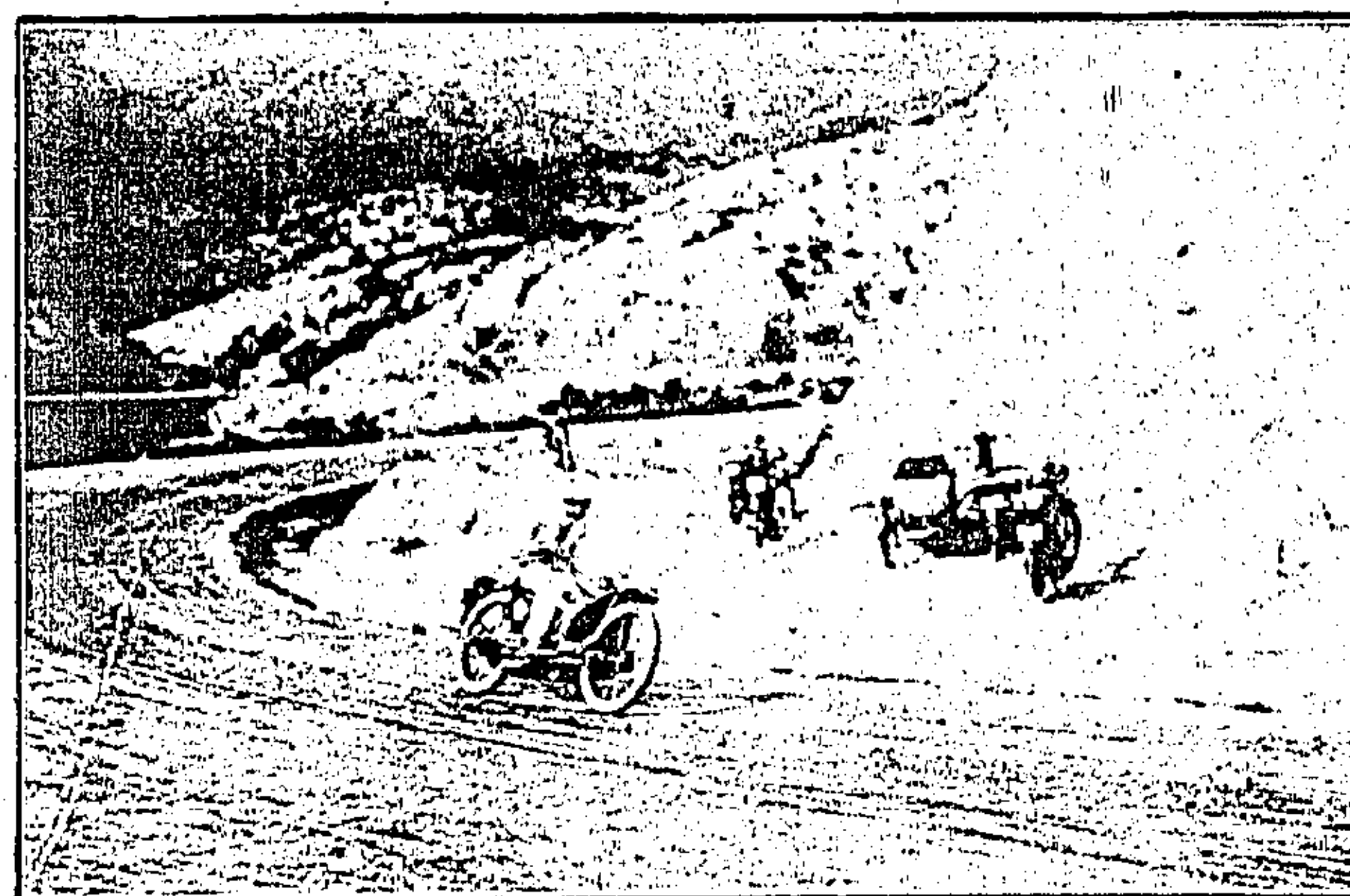
# HONGKONG MOTOR TRIALS.



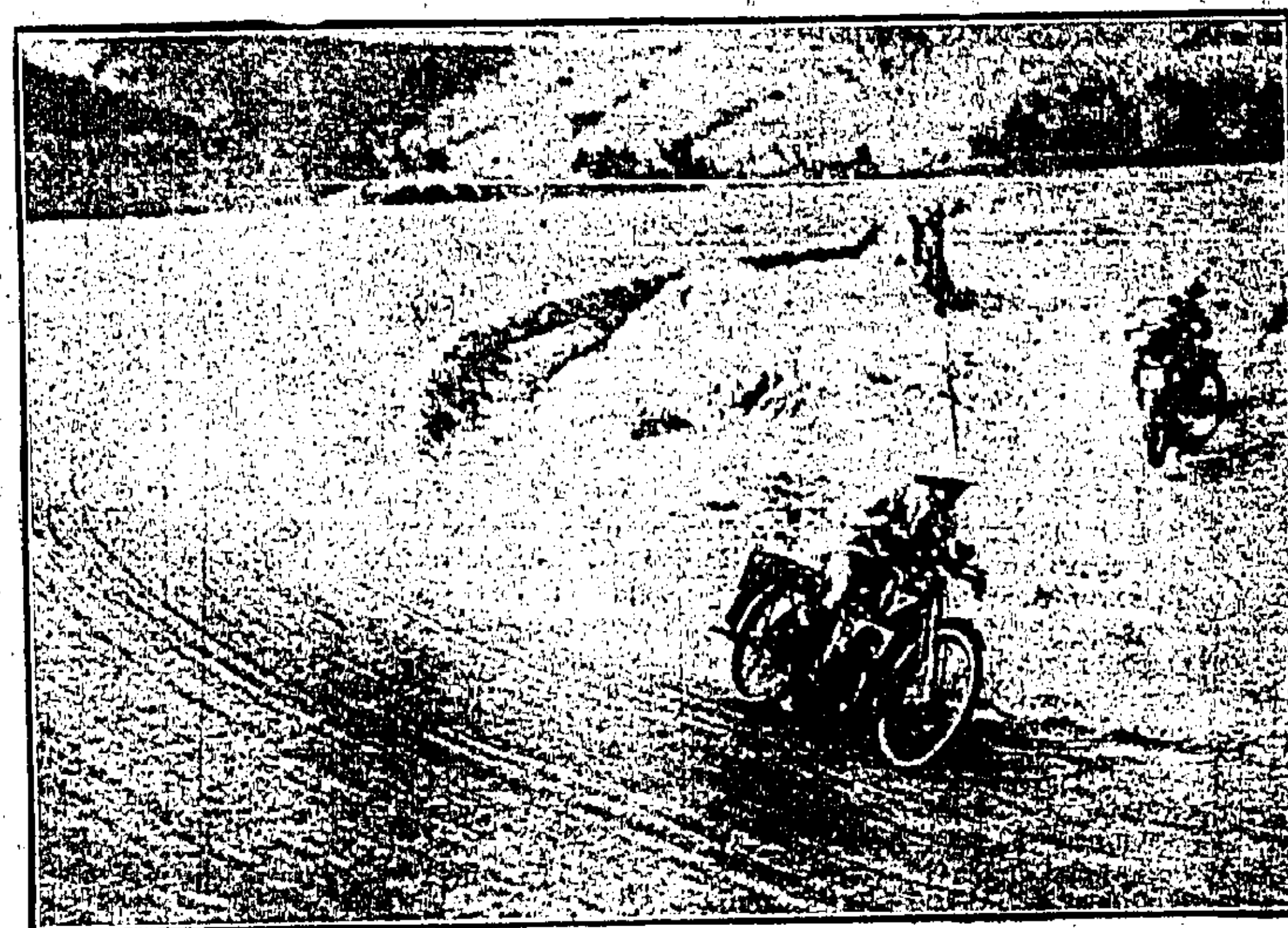
Mr. D. Cayless winning the fastest hill climb for 550 c.c. Cycles.



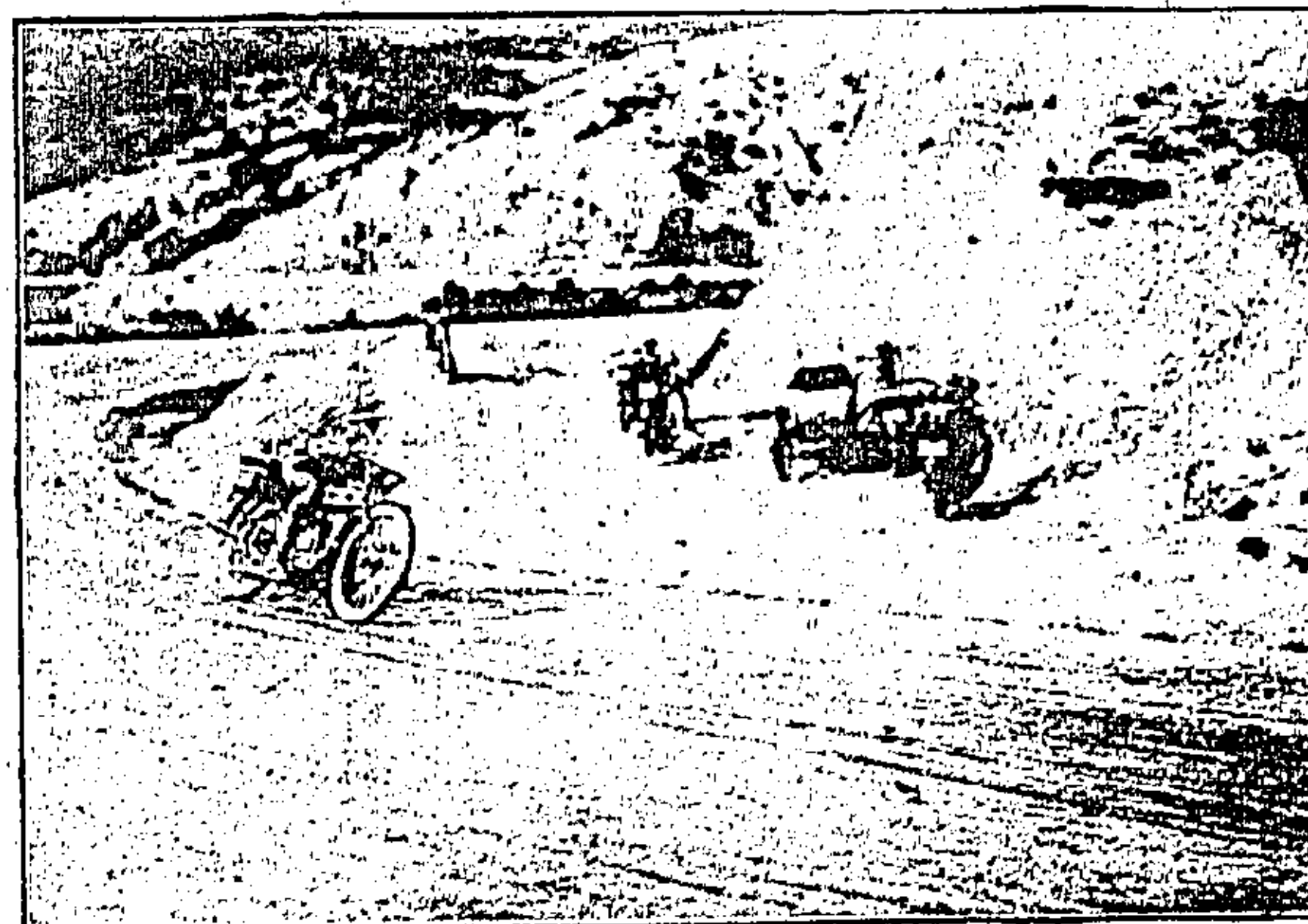
Mr. S. C. Saunders taking a bend in good style.



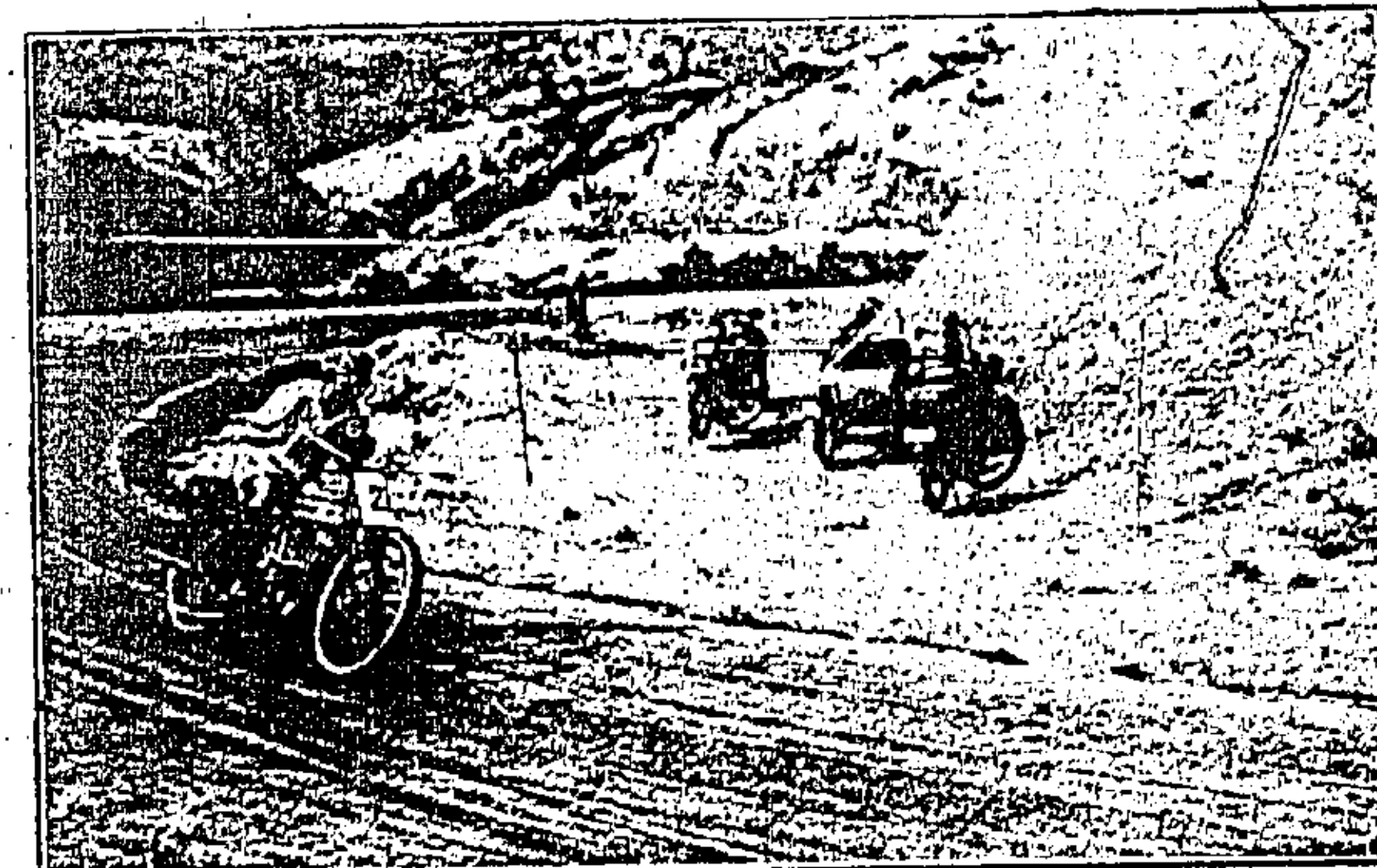
Mr. F. E de Sousa on his "Neraca."



Mr. F. W. Wood "cornering" well.



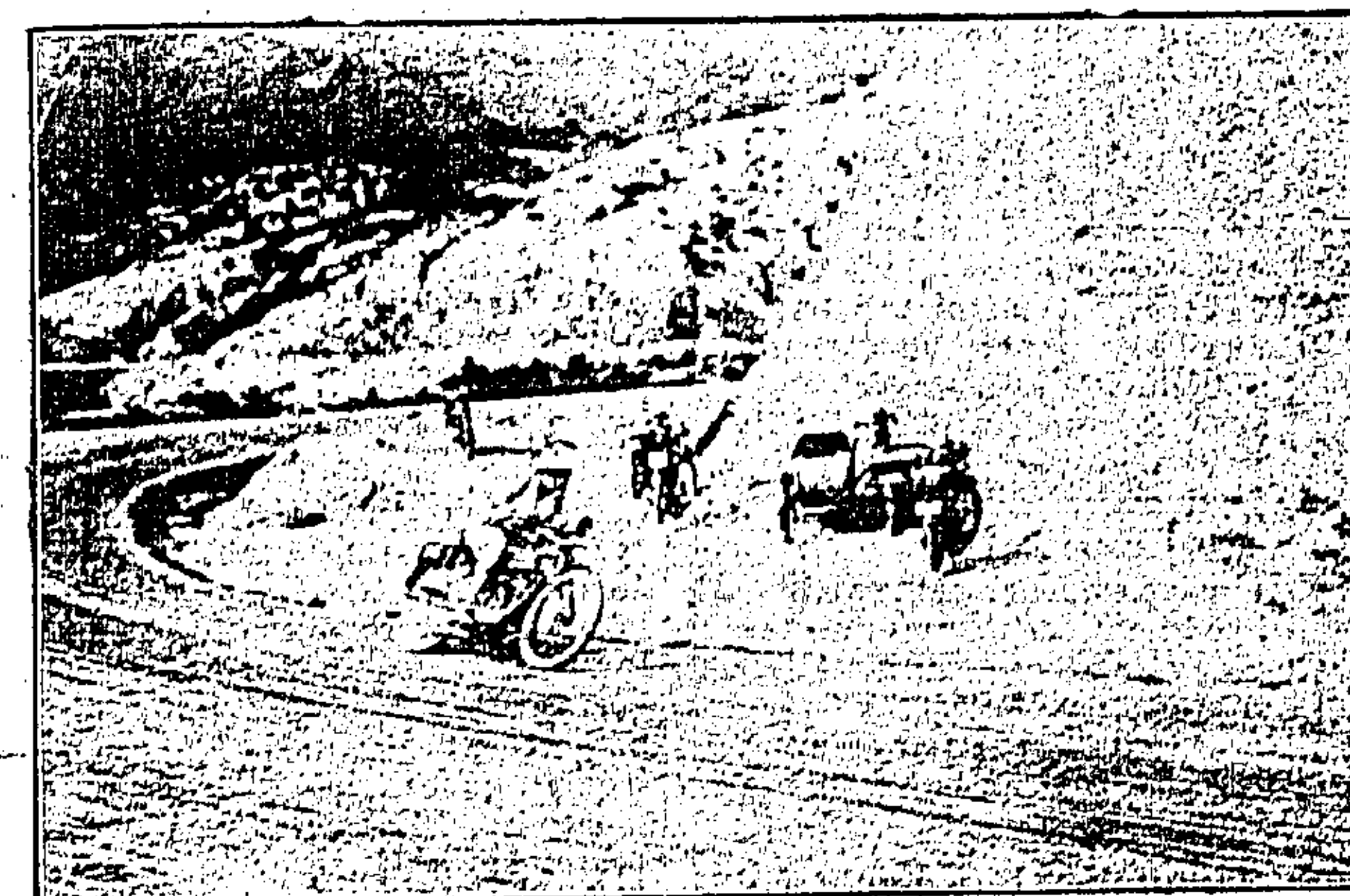
Mr. A. Gourdin in the Hill Climb.



Mr. A. A. Lopes on the Hill Climb.



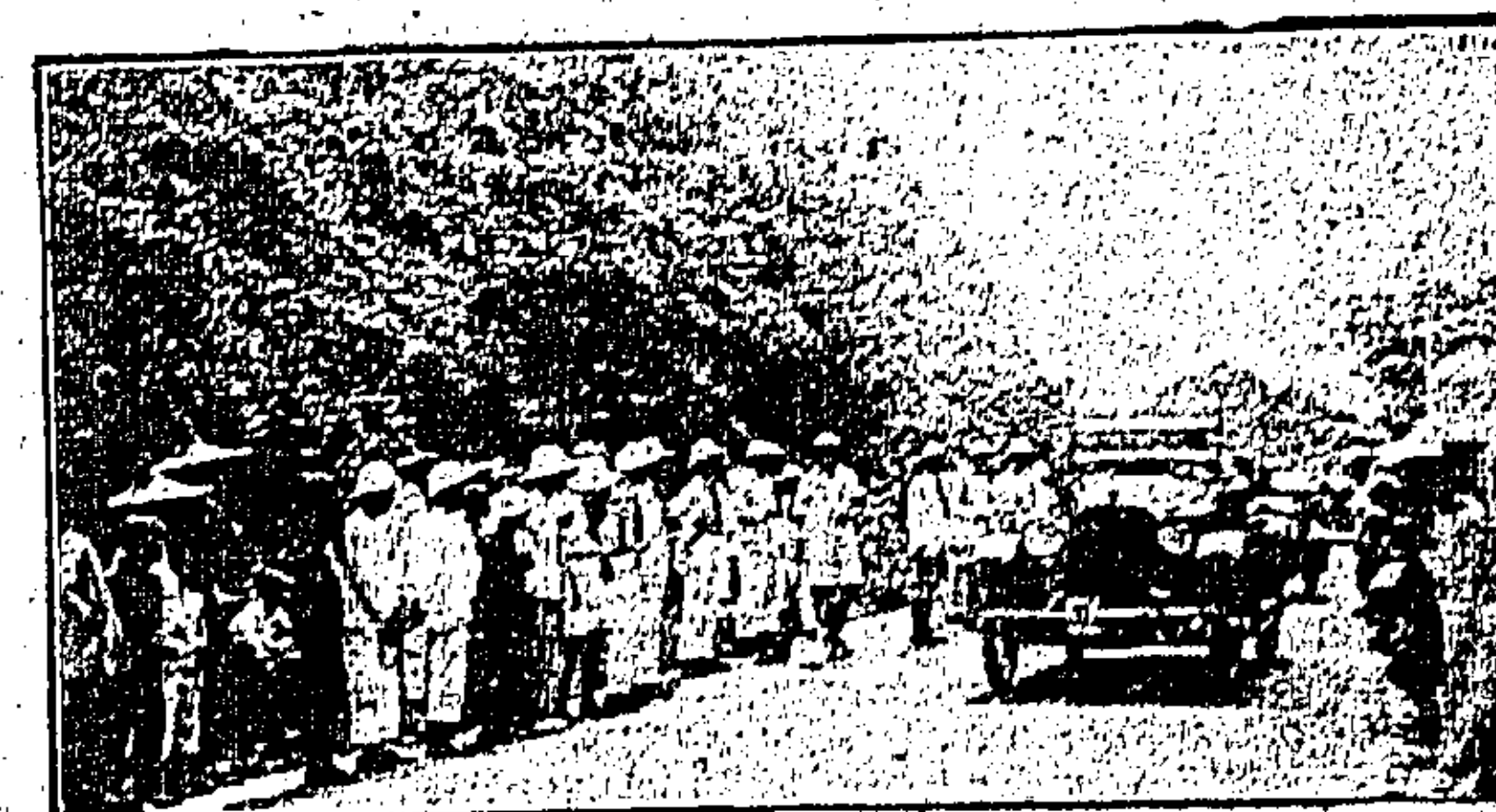
A group of spectators.



Mr. H. W. Chaney taking the hill well.



H. E. the Governor's car getting away on the acceleration test.



Mr. J. Smith in the acceleration test.



## TWENTY-TWO YEARS AGO.

### A Glance at Our Files.

(Aug. 24—Aug. 30, 1901)

#### OUR BUILDINGS.

There has been a great deal of talk lately about jerry building in Hongkong and really, the majority of our Chinese tenements are a disgrace to any civilized place. Most of them are so built as to utterly prevent the inhabitants from indulging in light and air, and sanitary arrangements are of a most primitive description. How many of them will be standing twenty-five years hence? Very few, for by that time the mortar will all have been either washed or blown from between the bricks and the bricks themselves, in most cases, will have crumbled into dust. It is horrible to think of the probable effect of a slight shock of earthquake here. In all probability it would bring down nearly half the town and would damage the balance of the buildings to such an extent that most of them would be unsafe. In fact, we should have our whole Chinese population, or rather the survivors of it, forced to go into camp while their houses were being rebuilt or repaired. We fear that the casual visitor to Hongkong will not be impressed with our buildings just at present. A walk through the city shows houses shored up in all directions until one begins to wonder if the town has suffered from an earthquake. What is wanted is a thorough inspection by a perfectly independent expert. Then we should have some ten or twenty per cent. of our cheaper houses demolished, if not more.

#### FIRE INSURANCE.

We hear on good authority that the building and contents in Queen's Road, the top floor of which was gutted early this morning, was insured in all for \$31,000. The Companies doing business in Hongkong are no doubt ever anxious to increase their returns but, at due precautions taken when the policies are applied for, to see that the actual value of the amount asked for is amply covered by the quantity of goods on the premises. In the case of two or three fires that have occurred recently it has seemed almost an impossibility, to the lay mind, that the value of goods insured should not have been over-estimated. Another pernicious practice that, we hear, is the custom in this Colony, is of squaring up the morning after the fire. For instance, if say Jones, is burnt out and is insured in one Company for \$1,000, the agent comes along and offers him \$200. He indignantly refuses. It is increased to \$300 and by and bye a bargain is struck for \$350 cash down. There is no searching enquiry, no production of books showing stock in hand, simply a mutual arrangement, we presume, satisfactory to both sides. But why has Jones been paying premiums on \$1,000 if he will take \$350 when the accident happens? And why has the Company been accepting insurance for \$1,000 and then offers Jones \$350? It looks as if there is a screw loose somewhere, but where it is only for an expert to say.

#### KOWLOON BOWLING CLUB.

The Kowloon Bowling Club have laid out some very fine bowling greens and erected a nice little club house on a piece of land off Austin Road, Kowloon. We hear that the new greens are to be opened on Saturday next by His Excellency the Governor. When, we wonder, is Kowloon going to have a cricket and football ground of its own? Surely the place is quite important enough now for such a very necessary matter to be taken in hand. Did Kowloon possess a proper recreation ground, the Band of the Third Madras would not have to play on bit of waste land with no seating or other accommodation for those who like to enjoy a little good music. What pity it is that none of the taipans live at Kowloon!

#### A DREAM FULFILLED.

Alfred Rogers, a steward of South Shields, dreamed that he had been blown up on a ship at sea. News has been received by his relatives that he has been killed at Port Arthur by an explosion of one of the tanks of the Liverpool steamer Astrakhan.

## BUSINESS FRAUDS.

### Bill to Combat Hongkong Evil.

An Ordinance to prevent certain fraudulent transfers of business is to be introduced at next Thursday's meeting of the Legislative Council.

This Bill, which is of a somewhat exceptional character, is an attempt to combat a form of fraud which has unfortunately become rather common in Hongkong recently. The fraud is this. A firm gets into difficulties, or it finds itself saddled with contracts which have become unprofitable owing to the fall in the market price of the goods contracted to be bought. The firm purports to transfer to a new firm the good-will and other assets of its business, but not the liabilities. The partners of the transferring firm then disappear. Sometimes the person who was looked upon as the active partner in the old firm re-appears as the manager of the new firm, but he denies partnership in the old firm, asserting that he was only an employee. The creditors are thus left without any remedy.

The Bill proposes to attack this evil in the following way. It provides that whenever any business is transferred the transferee shall become and remain liable for the liabilities incurred in the business by the transferor unless and until a certain notice shall have been given. This notice is to be by publication in the Gazette and is not to be deemed to be complete until one month shall have elapsed from the date of the publication in the Gazette. If proceedings are instituted against the transferee before the expiration of the month the notice shall, for the purpose of those proceedings, be deemed to remain incomplete until the proceedings are finally disposed of. The notice will have to contain the name and address of the transferor, the name and address of the transferee, the address where the transferee proposes to carry on the business, and a statement as to whether the transferee is assuming all the liabilities of the transferor or not. The liability of the transferee will be irrespective of any agreement to the contrary.

A transfer of the assets of a business without the liabilities might of course be made perfectly bona fide, and the partners of the transferring firm might honourably carry out their obligations to their creditors. Clause 3 will offer no real inconvenience in a bona fide case of this kind. If time be not essential the notice of the intended transfer can be given one month before the transfer takes place, and in that event no liability under the section will attach to the transferee. If an immediate transfer be necessary the transferee can retain part of the purchase price or can take an indemnity from the transferor, and at the end of the statutory period of one month the liability of the transferee will cease, unless of course proceedings have been commenced in the meantime.

Sub-clause (4) of clause 3 makes the Gazette notice prima facie evidence, against the transferor and transferee, of the statements contained therein.

The Bill is rather in the nature of an experiment, but it is asked for by both Chambers of Commerce.

#### A PUZZLE A DAY.

A B C  
D E F

H I J K

In the above addition, letters are used instead of numbers. Each letter represents a different figure. It will be seen that ABC plus DEF equals HIJK. Can you find a different figure for each letter in the addition? One of the letters represents zero; and more than one result is possible.

Yesterday's answer:

|   |   |   |   |
|---|---|---|---|
| S | I | T | A |
| N | X | E | O |
| S | E | A | F |
| Q | U | E | R |

The diagram shows how the four words, "A square of sixteen," may be traced by passing from letter to letter, vertically, horizontally, or diagonally. No letter is used more than once, and all 16 appear in the phrase.

## MOTOR TRIALS.

### Cycle Formula Result.

The formula for the Hill Climb contest for motor cycles of 550 c.c. and under, which took place last Saturday, has now been worked out.

The result is that Mr. D. Cayless wins on formula, with Mr. S. C. Wong second. These two competitors also won first and second respectively on fastest time, so that each has secured two prizes.

The details, with figure of merit for each competitor, will be given in our Motoring Supplement next Saturday.

#### MACAO SENSATION.

### Indian Constable Shoots Another Dead.

We learn from Macao that on the evening of August 30th, an Indian constable shot another member of the same section of the force, killing him.

It appears that the murdered man was not on duty at the time, but he passed near the other constable who was on patrol. The latter fired at the other man, shooting him through the head. Death was instantaneous. The assailant was arrested by Portuguese soldiers and he is said to have confessed that his victim was a bitter enemy of his, and that was why he shot him.

#### HONGKONG IMPORTS.

### Business Still Dull.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:—

Cotton piece goods and fancy cotton goods.—Some cheap sales of indigo prints are reported for forward shipment. There is an entire absence of demand for grey and white shirtings. Generally speaking our market is quiet and prospects are uncertain.

Cotton yarn.—A few hundred bales of chops suitable for Yunnan have changed hands. Prices have receded from \$2. to \$3 per bale and market closed on the easy side. There are still no enquiries from other consuming districts. Quotations are:—No. 10s \$160/185. No. 12s \$170/200. No. 16s \$190/205. No. 20s \$180/205. Arrivals 300 bales. Shipments nil. Sales 500 bales. Unsold stock 12,300 bales. Bargains 5,000 bales.

Woolens.—Business has been almost at a standstill with typhoon and heavy rain. Clearances are bad.

Raw Cottons.—No sales to report and prices are unchanged.

Metals.—Market very quiet and prices practically unchanged. No business reported.

Flour Market Report.—Stock: 150,000 sacks. Market steady. Quotations:—American Patent, \$3.60 per sack; American Straight, \$2.98 per sack; American Cut off, \$2.85 per sack; Shanghai Flour, \$3.00 per sack; Australian No. 1, \$2.98 per sack.

Saltpetre.—No activity in the market owing to the continued Chinese fighting.

### AMERICAN SCHOOLS OF OPERA.

#### Two New Foundations.

Two schools of operatic art are to be opened in the United States in the near future, one in connexion with the Eastman School of Music of the University of Rochester, the other by Mr. Max Rabinoff, who for many years was connected with Chicago and Boston Grand Opera Company.

Mr. George Eastman, the founder of the Rochester School, announces that he has engaged Vladimir Rosing, singer and opera producer, to take charge of the work in Rochester. Twelve scholarships, each to include all tuition fees, and \$1,000 (£217) a year for living expenses, are to be offered to American singers who have completed vocal training sufficient to enable them to sing operatic music. Hearings will be held early in September in New York, Boston, Chicago, Cleveland, Rochester, and New Orleans.

The Rabinoff school is to be called the American Institute of Operatic Art. Thirty-six acres of ground at Stony Point, New York, have been purchased for it, and six buildings are now being erected. Every branch of operatic art, including ballet, pantomime, &c., is to be taught in the school. The Faculty will include leaders of various foreign schools of operatic music.

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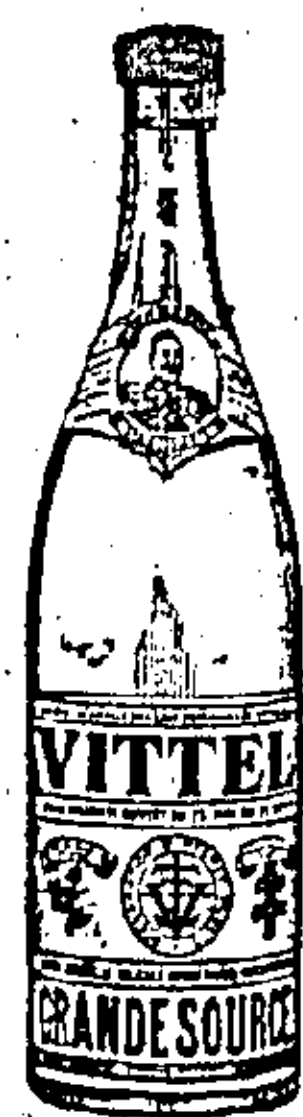
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(Continued)

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9.—The various manifestations of arthritis: Arthritic glycosuria, certain forms of dermatosis, certain migraines and all manifestations caused by urinary and oxalic intoxication.

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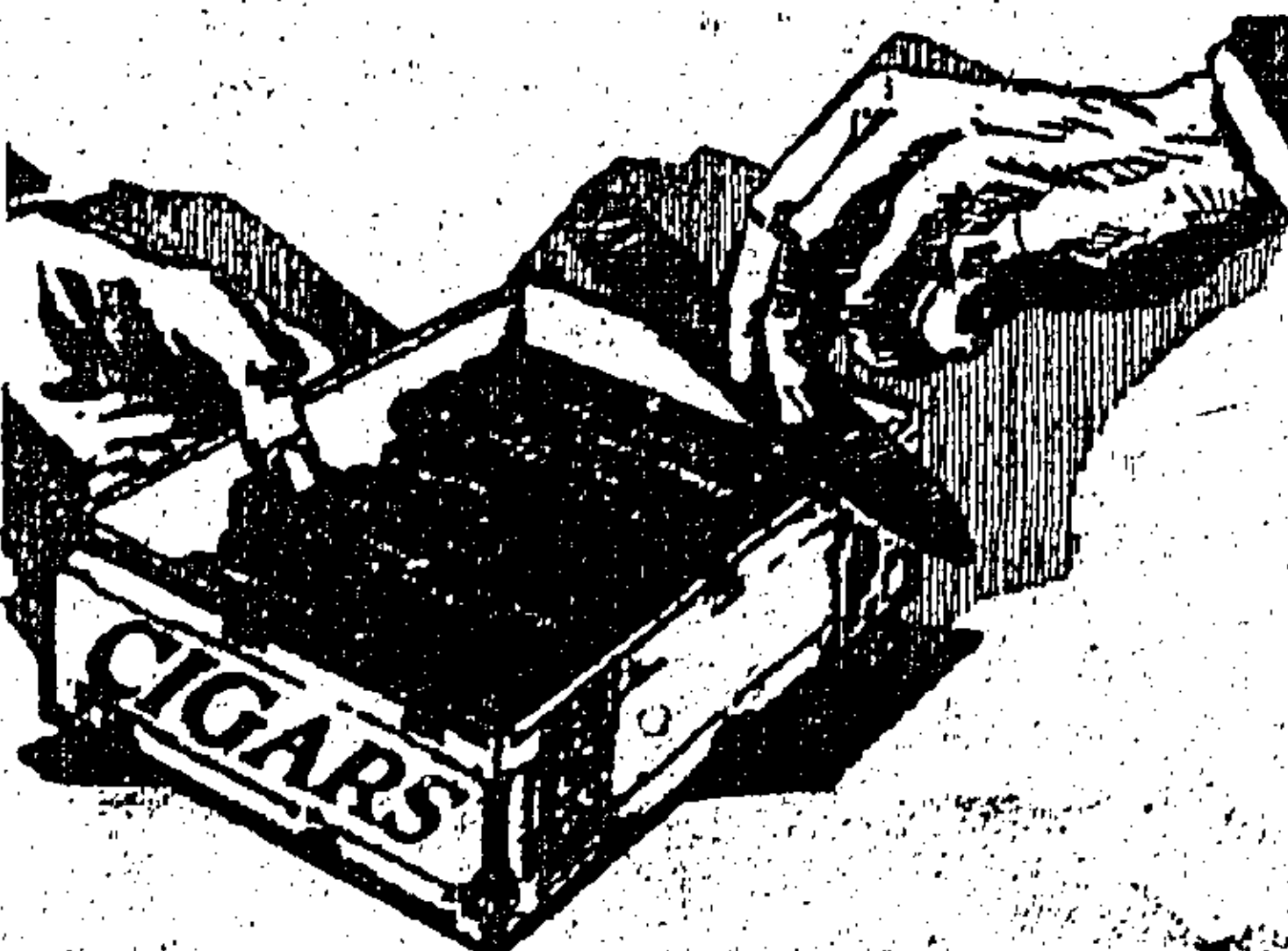
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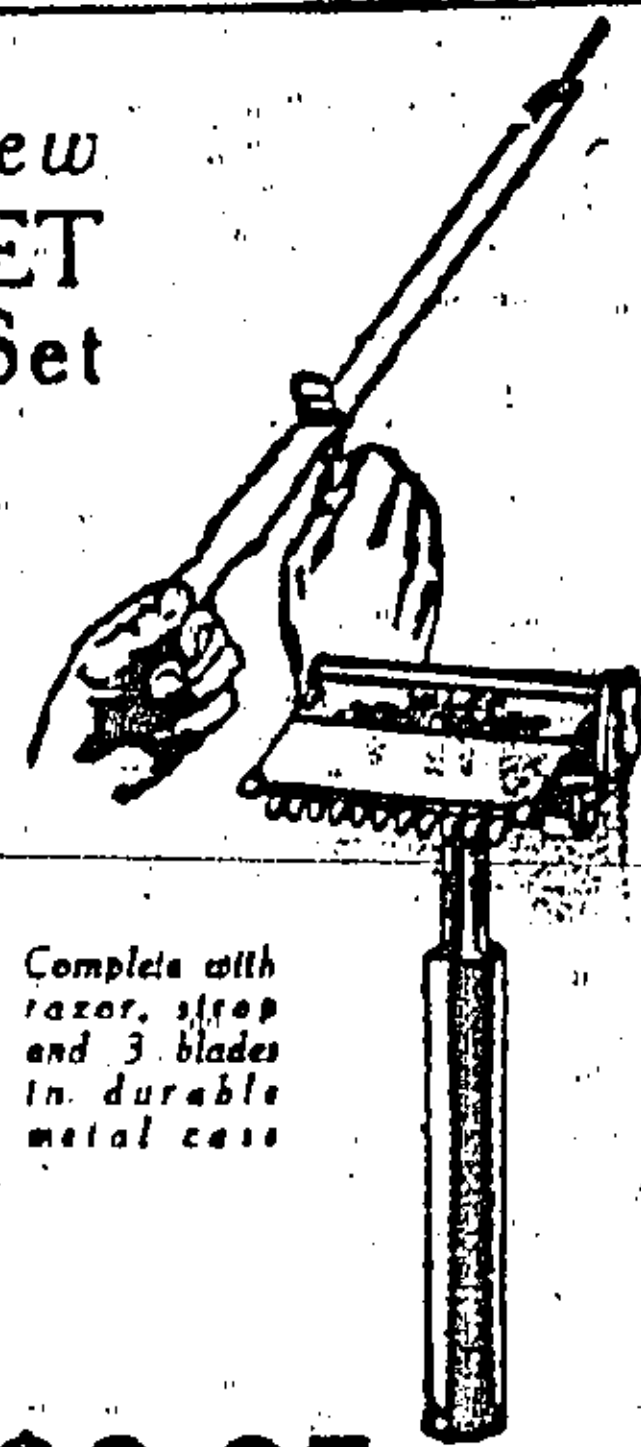
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# CAMERA NEWS.



The late President Harding's body being borne into the station at San Francisco. Proceeding the coffin are his military and naval attaches.



Dr. Ray Lyman Wilbur, president of Stanford University, who was called into consultation at the President's bedside.



Miss Ruth Powderly, Navy nurse, who was in attendance on President Harding.



Part of the crowd which assembled in front of the Palace Hotel, San Francisco, as news of the President's death spread rapidly through the downtown districts.



The train in which President Harding's body was returned to the east standing on the tracks in San Francisco before the start, surrounded by flowers.



The marine guard of honour which accompanied President Harding's body to San Francisco. Central figure is Capt. F.E. Steele.



H. M. Queen Wilhelmina of Holland, whose jubilee is being celebrated.







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|-------------------|-----------|------------------|----------|
| Hongkong          | Vancouver | Canada           | England  |
| Empress of Asia   | Sept. 5   | Emp. of Scotland | Sept. 29 |
| Empress of Canada | Sept. 22  | Emp. of France   | Oct. 13  |
| Empress of Russia | Oct. 8    | Emp. of Scotland | Oct. 27  |
| Empress of Asia   | Nov. 1    | Emp. of France   | Nov. 24  |
| Empress of Canada | Nov. 17   | Emp. of Scotland | Dec. 9   |
| Empress of Russia | Nov. 29   | Emp. of France   | Dec. 23  |

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|------------|--------|--------------|----------|--------|--------------|
| SHINYO M.  | 22,000 | Sept. 1      | TENYO M. | 22,000 | Oct. 25      |
| SIBERIA M. | 20,000 | Sept. 15     | KOREA M. | 20,000 | Nov. 1       |
| TAIYO M.   | 22,000 | Sept. 28     |          |        |              |

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| Steamers    | Tons   | Leave Hongkong |
|-------------|--------|----------------|
| GINYO MARU  | 13,000 | Sept. 5        |
| ANYO MARU   | 13,000 | Oct. 20        |
| SEIYO MARU  | 14,000 | Dec. 4         |
| RAKUYO MARU | 17,500 | Jan. 15        |

## JAPAN-HONGKONG-JAVA SERVICE

## BETWEEN

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| Steamers  | Destination                     | Leaving Hongkong |
|-----------|---------------------------------|------------------|
| PERSIA M. | for Batavia, S'rang & Sourabaya | Sept. 10         |

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| MEIYO-MARU |      | 24th Sept.       |

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| U.S.S.B. "West Carmona" | Due Hongkong | 30th Sept. |
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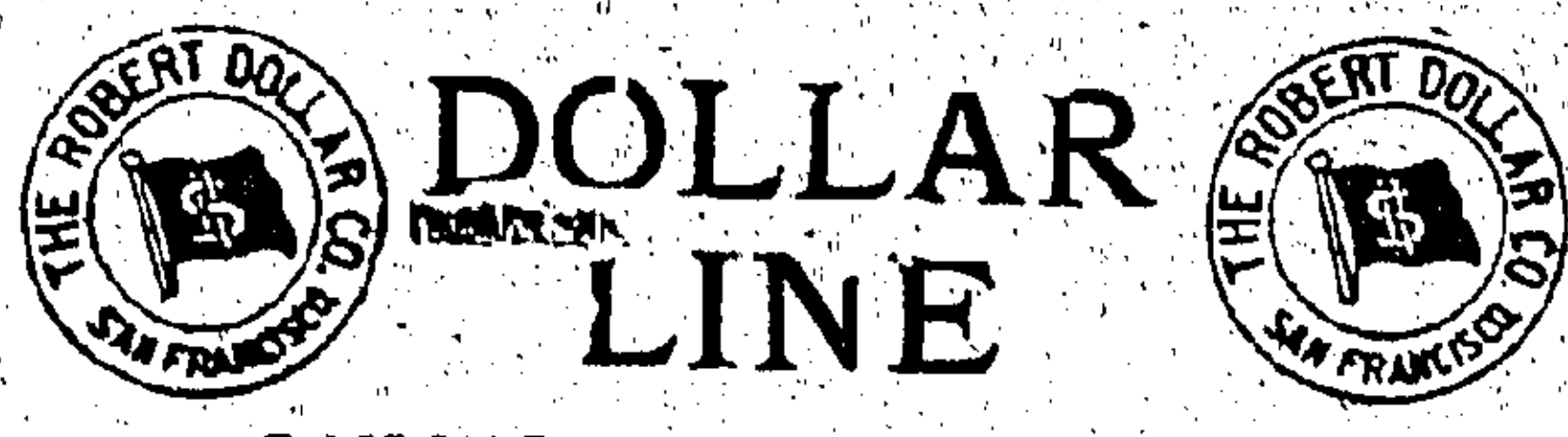
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S.S. GRACE DOLLAR ... 6th September.

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S.S. LEGAZPI ... 14th October.

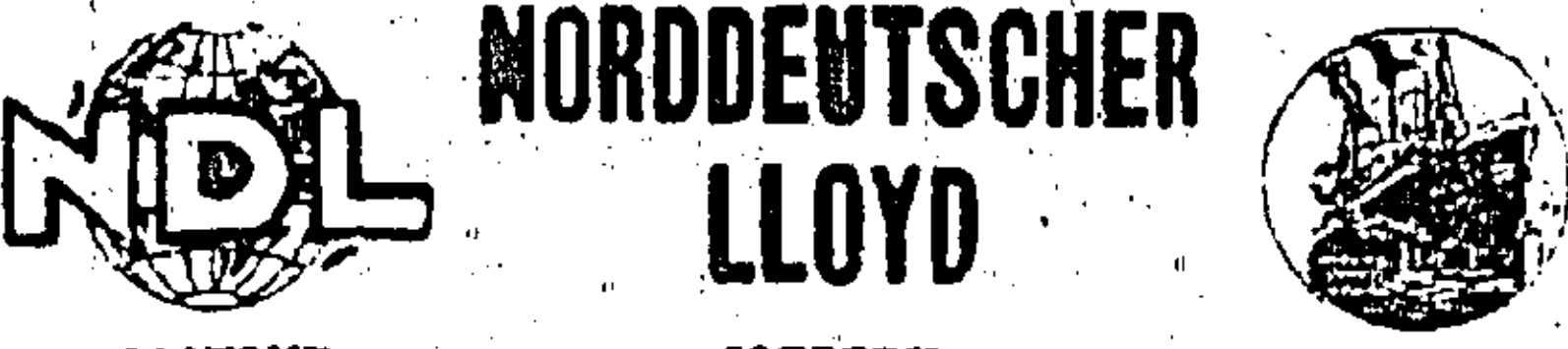
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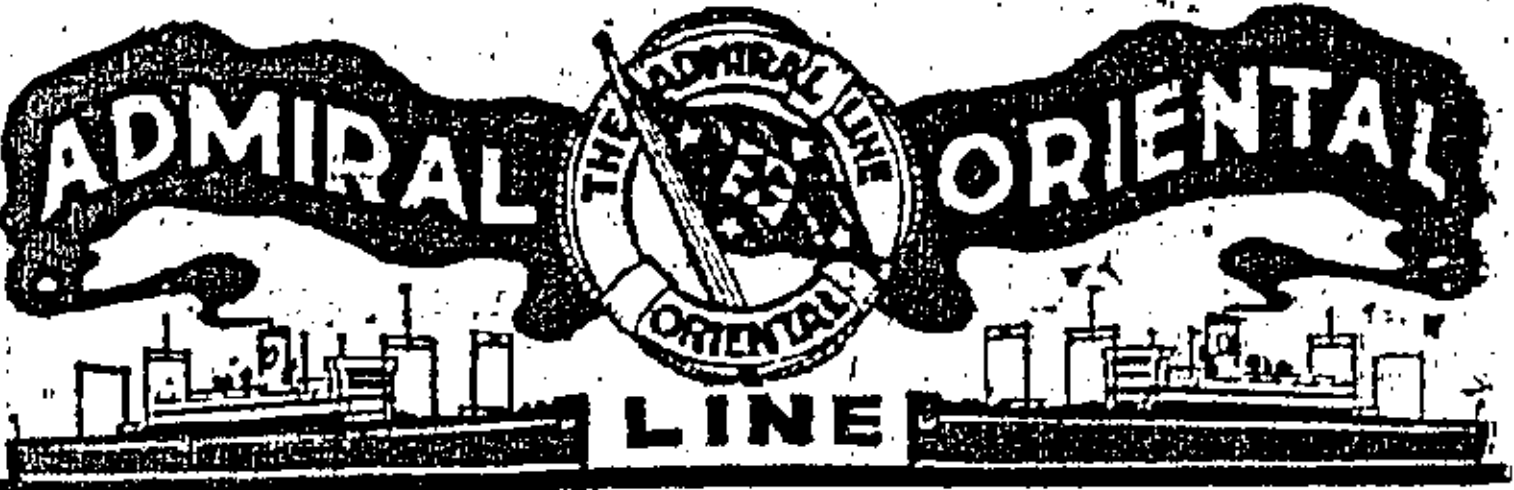
| STEAMERS       | Tons | SAILING DATE    | DESTINATION                                                                 |
|----------------|------|-----------------|-----------------------------------------------------------------------------|
| "LUDWIGSHAFEN" |      | 19th September. | Singapore, Colombo, Suez, Port Said, Genoa, Ant'p, R'dam, & Hamburg.        |
| "WESER"        |      | 15th October.   | Singapore, Belawan, Cebu, Suez, Port Said, Genoa, Ant'p, R'dam and Hamburg. |

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| LYCAON    | 18th Sept. | London, Rotterdam & Hamburg    |
| MENTOR    | 25th Sept. | London, Rotterdam & Hamburg    |
| ADAPENOR  | 9th Oct.   | London, Rotterdam & Dunkirk    |

## LIVERPOOL SERVICE

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|             |            |                                    |
|-------------|------------|------------------------------------|
| ADAMENNON   | 1st Sept.  | M'les, Havre, Liverpool & Glasgow. |
| KL. TEMPLAR | 20th Sept. | Genoa, M'les, Liverpool & Glasgow. |
| PROMETHEUS  | 1st Oct.   | M'les, Havre, Liverpool & Glasgow. |

## PACIFIC SERVICE

(via Kobe and Yokohama)

|             |            |                               |
|-------------|------------|-------------------------------|
| ACHILLES    | 12th Sept. | Victoria, Seattle & Vancouver |
| PHILOCTETES | 26th Sept. | Victoria, Seattle & Vancouver |

## NEW YORK SERVICE

(via Suez or Panama)

|            |            |                   |
|------------|------------|-------------------|
| ANTIOCHUS  | 4th Sept.  | via Suez & Boston |
| BELLERPHON | 15th Sept. | via Suez & Boston |

## PASSENGER SERVICE

|           |            |                                    |
|-----------|------------|------------------------------------|
| PATROCLUS | 4th Sept.  | for Singapore, Marseilles & London |
| MENTOR    | 24th Sept. | for Singapore & London.            |
| TEIRESIAS | 10th Oct.  | for Shanghai                       |
| TEIRESIAS | 5th Nov.   | for Singapore & London             |
| SARPEDON  | 11th Dec.  | for Singapore, Marseilles & London |

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| S.S. CITY OF BAGDAD | ... via Suez Canal | 25th Sept. |
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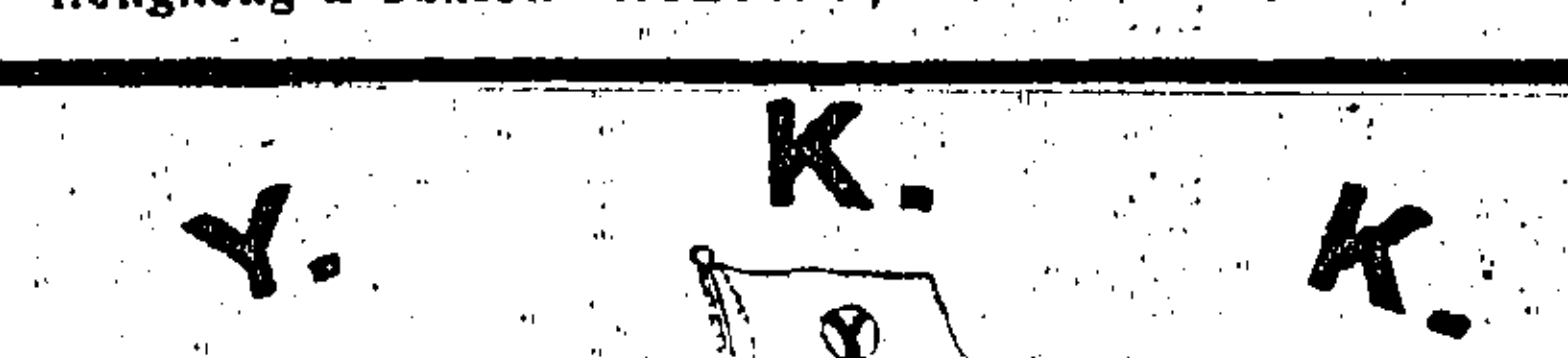
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FOR KEELUNG via Swatow & Amoy

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8th Sept. Marseilles, London & Rotterdam

18th Sept. London, Rotterdam & Hamburg

25th Sept. London, Rotterdam & Hamburg

9th Oct. London, Rotterdam & Dunkirk

1st Sept. M'les, Havre, Liverpool & Glasgow.

20th Sept. Genoa, M'les, Liverpool & Glasgow.

1st Oct. M'les, Havre, Liverpool & Glasgow.

12th Sept. Victoria, Seattle & Vancouver

26th Sept. Victoria, Seattle & Vancouver

4th Sept. via Suez & Boston

15th Sept. via Suez & Boston

4th Sept. for Singapore, Marseilles & London

24th Sept. for Singapore & London.

10th Oct. for Shanghai

5th Nov. for Singapore & London

11th Dec. for Singapore, Marseilles & London

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All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on Sept. 1st at the Company's Surveyors, Messrs. Anderson & Ashie.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Sept. 3rd, will be subject to rent.

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JERMAIT, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MADRITUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.**PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS**

(UNDER CONTRACT WITH H. M. GOVERNMENT.)

| S.S.     | Tons   | From Hong-kong (about) | Destination                       |
|----------|--------|------------------------|-----------------------------------|
| MAEDONIA | 11,089 | 7 Sept. midnight       | B'bay, M'les, L'don, A'werp       |
| SIOLIA   | 6,813  | 18th Sept.             | S'pore, P'ang, O'bo & B'bay       |
| DONGOLA  | 8,083  | 21st Sept.             | M'les, Gib, L'don & A'werp        |
| MANTUA   | 10,902 | 5th Oct.               | B'bay, M'les, Gib, L'don & A'werp |
| SOUDAN   | 6,696  | 17th Oct.              | S'pore, P'ang, O'bo & B'bay       |
| KARMALA  | 9,098  | 19th Oct.              | M'les, Gib, L'don & A'werp        |

**BRITISH INDIA-APCAR SAILINGS (South)**

|        |       |                |                           |
|--------|-------|----------------|---------------------------|
| JAPAN  | 6,052 | 3 Sept. 2 p.m. | S'pore, Penang & Calcutta |
| JANUS  | 4,324 | 9th Sept.      | S'pore, Penang & Calcutta |
| TAKADA | 6,949 | 28th Sept.     | S'pore, Penang & Calcutta |

**EASTERN & AUSTRALIAN SAILINGS (South)**

|            |       |          |                                           |
|------------|-------|----------|-------------------------------------------|
| ARAFURA    | 6,000 | 6th Oct. | Manila, Thursday Is.                      |
| ST. ALBANS | 4,500 | 3rd Nov. | Townsville, Brisbane, Sydney & Melbourne. |

Present connections from Australia with the following:  
 The P. & O. Royal Mail steamers to London via Suez Canal.  
 The P. & O. Branch Services of steamers to London via the Cape.  
 The New Zealand Shipping Co.'s steamers for South America and London via Panama Canal.

**SAILINGS TO SHANGHAI & JAPAN.**

|         |       |                |                                       |
|---------|-------|----------------|---------------------------------------|
| SIOLIA  | 6,813 | 3 Sept. 4 p.m. | Shanghai                              |
| TAKADA  | 6,949 | 7th Sept.      | Moji & Kobe                           |
| KARMALA | 9,098 | 8th Sept.      | Shanghai, Moji, Kobe & Y'ham & A'werp |
| ARAFURA | 6,000 | 11th Sept.     | Moji, Kobe & Yokohama                 |
| NELLORE | 6,853 | 22nd Sept.     | Shanghai, Moji, Kobe & Y'ham & A'werp |
| SOUDAN  | 6,696 | 29th Sept.     | Shanghai                              |

All rates are approximate and subject to alteration without notice.

**WIRELESS ON ALL STEAMERS.**

Parcels Measuring not more than 34ft. x 3ft. x 1ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight etc., apply to

**MACKINNON, MACKENZIE & CO**

29, Des Voeux Road Central. Agents.

**REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.**

| Steamer    | From     | Expected on or about | Will leave on or about | For           |
|------------|----------|----------------------|------------------------|---------------|
| Tjikobas   | Japan    | 6th Sept.            | 8th Sept.              | M'les, S'baia |
| Tjikembang | N. China | —                    | 9th Sept.              | Batavia       |
| Tjikarom   | —        | —                    | 14th Sept.             | Batavia       |

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

**Java-China-Japan Lijn.****GLEN AND SHIRE.**

JOINT SERVICE OF STEAMERS

U. K., STRAITS, CHINA &amp; JAPAN Service.

**OUTWARDS.****HOMEWARDS.**

| Steamer         | Due Hongkong | Vessel                       | Leave Hongkong |
|-----------------|--------------|------------------------------|----------------|
| GLENLUCE        | 10th Sept.   | GLENSANDA                    | 16th Sept.     |
| GLENOGLE        | 28th Sept.   | Genoa, L'don, R'dam & H'burg |                |
| CARMARTHENSHIRE | 6th Oct.     |                              |                |

Movements are subject to change without notice.

For freight or further particulars please apply to—

**JARDINE, MATHESON & CO., LTD.**AGENTS **THE GLEN LINE, LTD.**

Telephone Central No. 215, sub-ex. 23 and 3696.

**M MESSAGERIES MARITIMES M**

SERVICES CONTRACTUELS

| Mail Steamer | Next Sailing from Marseilles | Pro. arr. at Hong-kong | Pro. Sailing from Hong-kong |
|--------------|------------------------------|------------------------|-----------------------------|
| PAUL LEOAT   | —                            | —                      | 4th Sept.                   |
| ANDRE LEBON  | —                            | —                      | 17th Sept.                  |
| AMBOISE      | —                            | —                      | 1st Oct.                    |
| CORDILLERE   | 10th Aug.                    | 11th Sept.             | 15th Oct.                   |
| ANGERS       | 24th Aug.                    | 25th Sept.             | 29th Oct.                   |
| CHILI        | 7th Sept.                    | 9th Oct.               | 12th Nov.                   |

**RATES OF PASSAGE MONEY TO MARSEILLES.**

(Including Table Wine and free Doctor's attendance)  
 1st Class £ 95.0.0 B. Class 1st Class £ 89.0.0  
 Steamers 2nd Class £ 68.0.0 Steamers 2nd Class £ 62.0.0

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the trains at Marseilles.

**LIQNE COMMERCIALES (CARGO-BOATS)**

S.S. C. P. LECOQ loading for Havre, Antwerp and Dunkirk about end Sept. and may eventually call at Valencia, Alger, Casablanca, Bordeaux, Rotterdam (if sufficient inducement offers). Also through Bills Lading issued for Helsinki, Riga & Riga.

For full particulars apply to:

Messageries Maritimes Co.

3 Queen's Building.

TELEPHONE CENTRAL 740. TRANSPORT REPRESENTATION.

## Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE &amp; VANCOUVER via S'hai &amp; Japan ports. Through Bills of Lading issued to all Overland Common Points in U.S.A. &amp; Canada.

Through passage rates to Europe via America G. \$405. G. \$420. G. \$440.

SHIDZUOKA MARU ... Wednesday, 5th Sept. at 11 a.m.

KAGA MARU ... Monday, 15th Oct.

MARSEILLES, LONDON &amp; ANTWERP via Singapore, &amp;c.

FUSHIMI MARU ... Wednesday, 12th Sept. at 11 a.m.

MISHIMA MARU ... Wednesday, 26th Sept. at 11 a.m.

HAMBURG via LONDON &amp; ROTTERDAM.

LIMA MARU ... End of Sept.

LIVERPOOL via MARSEILLES &amp; VALENCIA.

LYONS MARU ... End of Sept. or beginning Oct.

SYDNEY &amp; MELBOURNE via Manila, &amp;c.

TANGO MARU ... Wednesday, 19th Sept.

YOSHINO MARU ... Wednesday, 17th Oct. at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

LISBON MARU ... Saturday, 1st Sept.

BUENOS AIRES via S'pore, Durban &amp; Cape Town.

KANAGAWA MARU ... End of Oct. or beginning Nov.

BOMBAY via Singapore, Penang &amp; Colombo.

OSAKA MARU ... Monday, 10th Sept.

TAMBA MARU ... Thursday, 27th Sept.

CALCUTTA via Singapore, Penang &amp; Rangoon.

MORIOKA MARU ... Tuesday, 4th Sept.

NAGASAKI, KOBE &amp; YOKOHAMA.

YOSHINO MARU ... Thursday, 13th Sept.

SHANGHAI, KOBE &amp; YOKOHAMA.

NAGANO MARU ... Monday, 3rd Sept.

AWA MARU ... Monday, 3rd Sept.

TATEISHI MARU ... Tuesday, 11th Sept.

KITANO MARU ... Wednesday, 12th Sept.

For further information apply to— **NIPPON YUSEN KAISHA.**

Tel. Central Nos. 292, 293 &amp; 2422. F. OGURI, Manager.

**DODWELL & CO., LTD.****NEW YORK BERTH**

FOR BOSTON &amp; NEW YORK via SUEZ.

S.S. "BOWES CASTLE" Sailing on or about 12th Sept.

**LLOYD TRIESTINO.**

Taking Cargo for Genoa, Naples, Venice, Trieste and all other Italian Ports also cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

**FOR SHANGHAI, YOKOHAMA & KOBE.**

S.S. "ROSANDRA" ... Sailing on or about 2nd Sept.

S.S. "VENEZIA" ... Sailing on or about 2nd Oct.

**For BRINDISI, VENICE & TRIESTE.**

Via Singapore, Penang and Colombo.

S.S. "TRIESTE" ... Sailing on or about 2nd Sept.

S.S. "ROSANDRA" ... Sailing on or about end Sept.

S.S. "VENEZIA" ... Sailing on or about end Oct.

**NATAL LINE OF STEAMERS.**

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMSINGA" Sailing from Calcutta on or about 25th Sept.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

**DODWELL & CO., LTD.**

Telephone Central 1030. Agents.

**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES &amp; AUSTRALIAN PORTS.

**SAILING (SUBJECT TO ALTERATION).**

| Steamer  | Arrives Hongkong from Australia | Leaves Hongkong for Australia |
|----------|---------------------------------|-------------------------------|
| CHANGSHA |                                 |                               |

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

**Butterfield & Swire.**

(JOHN SWIRE &amp; SON, LTD.)

Telephone Central No. 34. Agents.

**"ELLERMAN" LINE.**

(Ellerman &amp; Bucknall S.S. Co., Ltd.)

UNITED KINGDOM &amp; CONTINENT SERVICE.

**OUTWARDS.**

"Kasama" 3rd Sept. Shanghai, Kobe &amp; Yokohama.

**HOMEWARDS.**

"City of Glasgow" 1st Sept. M'les, London, R'dam, H'burg.

**PASSAGE RATES TO LONDON.**

|                   |                 |                 |
|-------------------|-----------------|-----------------|
| A. Class Steamers | 1st Class £92.— | 2nd Class £62.— |
| B. Class Steamers | 1st Class £84.— | 2nd Class £56.— |
| C. Class Steamers | 1st Class £56.— |                 |

N.B. "O" Class Steamers comprise those of the Cargo type which have accommodation for a few passengers, but do not carry Doctor or Stewards.

Subject to change without notice.

For further particulars apply to

**HOLYDAK MASSEY & CO., LTD. THE BANK LINE, LTD.**

CANTON. Tel. Central 780.

## COASTAL SHIPPING.

**INDO CHINA STEAM NAVIGATION Co., Ltd.**

SAILINGS SUBJECT TO ALTERATION.

| Destination             | Steamer     | Sailing                    |
|-------------------------|-------------|----------------------------|
| SHANGHAI via Swatow     | Loksang     | Mon. 3rd Sept. at 1 p.m.   |
| BANGKOK via Swatow      | Kwangsang   | Sun. 4th Sept. at noon.    |
| BANGKOK via Hoibow      | Chungshang  | Wed. 5th Sept. at 8 a.m.   |
| TTAO via S'pore & S'hai | Tungshing   | Wed. 5th Sept. at noon.    |
| TIENTSIN                | Cheongshing | Wed. 5th Sept. at 4 p.m.   |
| MANILA                  | Wingsang    | Fri. 7th Sept. at 3 p.m.   |
| HAIPHONG via Hoibow     | Leesang     | Fri. 7th Sept. at 8 a.m.   |
| SHANGHAI via Swatow     | Fooshing    | Fri. 7th Sept. at noon.    |
| STRAITS & Calcutta      | Kutsang     | Tues. 14th Sept. at 3 p.m. |
| KOBE                    | Hosang      | Tues. 25th Sept. at noon.  |

**CALCUTTA LINE.**—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

**SHANGHAI LINE.**—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

**MANILA LINE.**—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

**HAIPHONG LINE.**—Sailings approximately weekly for passengers and cargo, calling at Hoibow both ways.

**BORNEO LINE.**—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG".

Both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

**TIENTSIN LINE.**—A regular service is run from March to Nov. between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.

**BANGKOK LINE.**—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

**CALCUTTA LINE.**

S.S. "Kutsang" will be despatched on or about Tuesday, 14th Sept., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

**JARDINE MATHESON & CO., LTD.**

Telephone Central No. 215. General Managers.

**DOUGLAS STEAMSHIP CO. LTD.****HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

| Steamships   | Captain       | Leaving              |
|--------------|---------------|----------------------|
| Hatching ... | J. S. Thomson | 2nd Sept. at 10 a.m. |
| Haihong ...  | W. C. Pasmore | 4th Sept. at 1 p.m.  |

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

**Douglas Lapraik & Co.,**

General Managers.

**KONINKLYKE PAKETVAART MAATSCHAPPIJ.**

Royal Packet Navigation Co. of Batavia.

**S.S. VAN CLOON**

will be despatched on 3rd Sept.

to SINGAPORE, PENANG and BELAWAN DELI.

Excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraphy.

1st. CLASS FARE TO SINGAPORE, \$100.

In connection with the Royal Packet Nav. Co's (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents—**JAVA CHINA JAPAN LIJN.**

Telephone Central No. 1574. (York Building, Chater Road.)

**ASAHI BEER**

BREWED BY

**DAI NIPPON BREWERY**

Co., Ltd.

**TOKYO JAPAN.**

Specially Brewed for Export

Sole Agents—

**MITSUI BUSSAN KAISHA, LTD.**

HONGKONG.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.

and

CHINA MUTUAL STEAM

NAVIGATION CO. LTD.

Consignees of cargo shortshipped per "Dardanus" and "Patroclus" are hereby notified that the cargo has been brought by "Mentor" and will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The cargo will be ready for delivery from Godown on or after 29th August.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 12.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 4th September, will be subject to rent.

No Fire Insurance will be effected.

**BUTTERFIELD & SWIRE.**

(John Swire &amp; Sons Ltd.)

Agents

30th. August, 1923.

## NOTICE TO CONSIGNEES.

VEREENDEDE NEDERLANDSCHE

Scheepvaart - MAATSCHAPPIJ

(UNITED NETHERLANDS

NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN.

(HOLLAND-EAST ASIA LINE.)

From BREMEN, HAMBURG,

AMSTERDAM, ROTTERDAM,

&amp; GENOA.

The Steamship

"KERTOSONO (1)"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 5th Sept., 1923, will be subject to rent.

All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 5th September 1923 at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they



## NOTICE.

# JUST RECEIVED THE FOLLOWING HAWAIIAN RECORDS

- 2076 { Dreamy Hawaii  
Wailana Waltz  
2078 { My Isle of Golden Dreams  
Tripoli  
2119 { Kawaha  
Maiani Anu Ka Malani  
2156 { Plantation Lullaby  
Sweet Hawaiian Girl of Mine  
2251 { My Hawaiian Rainbow  
Rio Night  
2257 { Hawaiian Echoes  
Song To Hawaii  
2276 { Moon River  
Hawaiian Nightingale  
2208 { Aloha Oe  
Kalima Waltz  
2198 { H  
Sweet Hawaiian Moonlight  
Honolulu March  
2166 { Ua Like No a Like

Call and hear these and other new records at

THE BRUNSWICK STUDIO  
17, ICE HOUSE STREET

**BRUNSWICK**  
PHONOGRAPHS AND RECORDS

## HOTELS.

# LEADING FAR EASTERN HOTELS.

**HONGKONG:**  
Hongkong Hotel, Peak Hotel,  
Repulse Bay Hotel.  
**SHANGHAI:**  
Astor House Hotel, Palace Hotel,  
Grand Hotel Kaleo.

# PEKING:

Grand Hotel des Wagons-Lits.  
The Hongkong Hotel Co.  
In conjunction with  
The Shanghai Hotels, Ltd.  
and  
The Grand Hotel des Wagons-Lits, Ltd.

# KING EDWARD HOTEL.

CENTRAL LOCATION.  
ELECTRIC LIFTS AND LIGHTING.  
TELEPHONE ON EACH FLOOR.  
HOTEL LAUNCH MEETS ALL STEAMERS.  
Tele. Central 373. Telegraphic Address: "VICTORIA"  
J. W. ROSELL, Manager.

# THE EUROPE HOTEL

SINGAPORE.  
DANCING AFTER DINNER.  
EVERY  
MONDAY WEDNESDAY AND SATURDAY.  
TEA DANCES  
TUESDAYS AND THURSDAYS.

The Hotel Orchestra under the Direction of  
Mr. F. R. Martens.

Telephones in every Room.  
Telegraphic Address: "EUROPE, SINGAPORE."  
Telephone No. 2740 (9 lines).

THE EUROPE HOTEL, LTD.  
ARTHUR B. ODELL, Manager

# THE KOWLOON HOTEL.

HANKOW ROAD.  
Opening 1st September.

First Class and most up-to-date Residential and Tourist Hotel. Six stories of commodious large and airy rooms with every modern appliance. Elevator to every floor and to Roof Garden. Hot and cold water. Electric Lights, Fans and Bells, throughout. Exceptionally well ventilated Bar and Billiard Rooms. Moderate tariff and most excellent cuisine supervised by experienced chef. Monthly and Family rates can be arranged at most reasonable terms.

For terms apply to: Mrs. J. J. BLAKE, Manageress.

**KINGSCLERE HOTEL MID-LEVEL**  
**KNUTSFORD HOTEL KOWLOON**  
**SACHSE LENNOX & Co. General Agents**  
Are resident Managers.

# PALACE HOTEL, KOWLOON.

Tel. No. Kowloon 8. Tel. Add. "Palace."  
Two minutes from Ferry and Railway Station. Five minutes by Ferry from Hongkong & First class Hotel in every respect and under English management. Outlets under personal supervision of the Proprietor.  
Lounge Bar and Billiard Room.  
Terms moderate.  
Special arrangements for families on application to:

J. H. OXBERRY,  
Proprietor.

# LAMMERT BROS.

# PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on Monday, the 3rd. Sept. 1923, commencing at 2.30 p.m. at The Koon Kau Machinery Firm, 420 Reclamation Street, Yau-mat-ti (for account of the concerned) 2 Turning Machines with shafting, belting and accessories, 1 Cutting Machine with shafting, belting and accessories. Terms:—Cash on Delivery. LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction Thurs. the 4th. Sept. 1923, commencing at 11 a.m. at Hols. Wharf, Kowloon, (for account of the concerned) (5) Five AEG D C. Shunt-wound Electric Motors (215 Kw, 29 H. P., 220 V., 110 Amp., 100 R. P. M.) with accessories, One Set Rails with foundation bolts, One Aircooled starter for each Motor, (More or less damaged by water) Terms:—Cash on delivery. LAMMERT BROS., Auctioneers.

# DO NOT MISS— ROCHA'S POPULAR AUCTION SALES.

Every Tuesday Thursday  
& Saturday  
At 2.30 p.m.

Specialist in the Valuation of Household and Office Furniture

**DA ROCHA'S MART**  
1 A, D'Almeida St. Phone 2123

# NOTICE TO CONSIGNEES

**N. Y. K. LINE**  
(NIPPON YUSEN KAISHA)

From EUROPE & STRAITS.  
The Company's Steamship  
"MAKUMOTO MARU"

having arrived from the above ports. Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained. Goods not cleared by the 8th September, 1923, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claim will be admitted after the goods have left the Godowns. No fire insurance has been effected.

**NIPPON YUSEN KAISHA.**  
Hongkong, 31st. August, 1923.

# NOTICE TO CONSIGNEES.

**AMERICAN & ORIENTAL LINE.**

From NEW YORK.

The Steamship,

"MINERIC."

Having arrived, Consignees of Cargo by her are informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Hongkong & Kowloon Wharf & Godown Co., Ltd. whence delivery may be obtained.

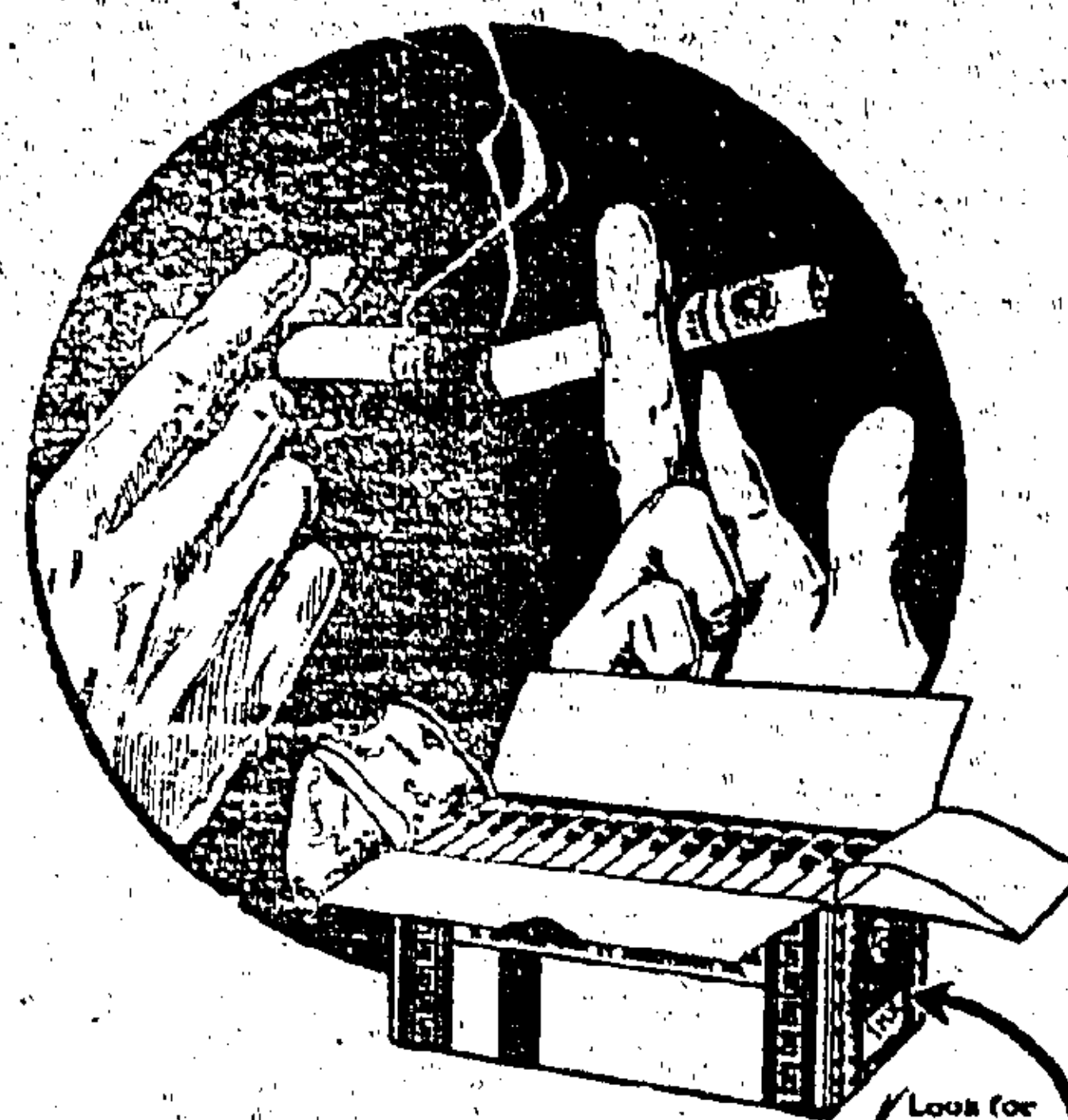
No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 5th. Sept. 1923, will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before 12th September, 1923, or they will not be recognized.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on the 5th. Sept., 1923, at 10 a.m.

No Fire Insurance has been effected.

Bill of Lading will be counter-signed by  
**THE BANK LINE LTD.**  
General Agents.



When you meet a friend  
smoke a friendly cigarette

**"FELUCCA 33"**  
The distinctive Egyptian Cigarette

British-American Tobacco Co. (China) Ltd.—Distributors

# EXCHANGE.

(Opening Rate: closing Rate on Page 1.)

| SELLING.                       |          |                                   |          |
|--------------------------------|----------|-----------------------------------|----------|
| T/T                            | 2/3      | 4 m/s. San Francisco and New York | 62 1/2   |
| Demand                         | 2/3 1/16 | 4 m/s. Mars                       | Nom.     |
| 30 d/s                         |          | 4 m/s. France                     | 8.70     |
| 60 d/s                         |          | 4 m/s. Germany                    | 8.85     |
| 4 m/s.                         |          | Demand, New York                  | 6 1/2    |
| T/T Shanghai                   | Nom      | T/T Bombay                        | 168      |
| T/T Singapore                  | 86 1/2   | Demand, Bombay                    | 168      |
| T/T Japan                      | 104 1/2  | T/T Calcutta                      | 168      |
| T/T India                      | 168      | Demand, Calcutta                  | 168      |
| Demand India                   |          | On Yokohama                       | 104 1/2  |
| T/T San Francisco and New York | 61 1/2   | Demand, Manila                    | 103      |
| T/T Java                       | 133 1/2  | Demand, Singapore                 | 94 1/2   |
| T/T Manila                     | Nom      | Demand, Batavia                   | 133 1/2  |
| T/T Paris                      | 9.10     | On Haiphong                       | Nom.     |
| Demand, Paris                  |          | On Saigon                         | Nom.     |
|                                |          | On Bangkok                        | 82 1/2   |
|                                |          | Sovereign                         | 8.55     |
|                                |          | Gold leaf per Tael                | 49.20    |
|                                |          | Bar Silver ready                  | 30.15/16 |
|                                |          | forward                           | 30.13/16 |
|                                |          | Bank of England rate              | 3%       |
|                                |          | New York/London                   | 4.54 1/2 |

# SUBSIDIARY COINS.

|                           |              |
|---------------------------|--------------|
| Hongkong 50 cent pieces @ | par.         |
| 10 " "                    | par.         |
| 5 " "                     | 1% dis.      |
| Canton sub. coins         | 158.50% dis. |

Hongkong September 1, 1923.

# POST OFFICE NOTICES.

# INWARD MAILS.

| From                                 | Per           | Date     |
|--------------------------------------|---------------|----------|
| Shanghai                             | Kantow        | 1st Sept |
| Bombay                               | Nagano M.     | 1st      |
| Europe via Suez & Negapatam          | Canton        | 2nd      |
| Papers only 2nd Aug.                 | Sunung        | 3rd      |
| Shanghai                             | C. Legien     | 3rd      |
| Shanghai                             | Shantung      | 3rd      |
| Shanghai                             | Morika M.     | 3rd      |
| Japan                                | Awa M.        | 3rd      |
| Straits                              | Meriones      | 4th      |
| London Letters via Brindisi 7th Aug. | Pres. Grant   | 5th      |
| U.S.A., Japan & Shanghai             | Pres. Lincoln | 7th      |
| Europe via Suez Letters & Papers     | Karima        | 7th      |
| London 8th Aug. & Parcels 1st Aug.   | Pres. Madison | 7th      |
| U.S.A., Canada, Japan & Shanghai     |               | 8th      |

# OUTWARD MAILS.

| For                               | Per             | Date                                |
|-----------------------------------|-----------------|-------------------------------------|
| Japan                             | Sophie R.ckmers | Sun., 2 inst. 9 a.m.                |
| Swatow, Amoy & Foochow            | Haining         | Sun., 2 inst. 9 a.m.                |
| Swatow                            | Pheunpenh       | Sun., 2 inst. 9 a.m.                |
| Swatow                            | Lokang          | Mon., 3 inst. 10 a.m.               |
| Sandakan, Australia & New Zealand | Victoria        | Mon., 3 inst. 10 a.m.               |
| via Thursday Island               |                 | Registration 9.45 a.m.              |
|                                   |                 | Letters 10.30 a.m.                  |
|                                   |                 | (Due Thursday 1st about 14th Sept.) |
| Straits & Calcutta                | Japan           | Mon., 3 inst. 12.30 p.m.            |

(Due Thursday 1st about 14th Sept.)

Japan ... Mon., 3 inst. 12.30 p.m.

Straits & Calcutta ... Mon., 3 inst. 12.30 p.m.

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# ENTERTAINMENTS.

TONIGHT  
TUESDAY

TRIUMPHANT  
RETURN TO THE  
SCREEN

AT  
USUAL  
PRICES

**MABEL NORMAND**  
IN  
MACK S. NETT'S  
BIG COMEDY DRAMA  
"MOLLY 10"



THE  
**CORONET**



THE **STAR**

TONIGHT AT  
5.30 & 9.15 p.m.

LOUISE GLAUM

"THE LONE  
WOLF'S  
DAUGHTER"

TOMORROW AT  
6 & 9.15 p.m.

ANITA STEWART

"PLAYTHINGS  
OF  
DESTINY"

TODAY AT 2.30

**BUFFALO BILL**  
Episodes 4 & 5



Wednesday, 29th. to Saturday, 1st. September  
at 5.15 & 9.15 p.m.

**HOOT GIBSON**

in a story of thrills and romance

"SHOOTIN FOR LOVE"

NEW LEATHER PUSHERS

ROUND 11

Usual Prices. Booking at the Theatre

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